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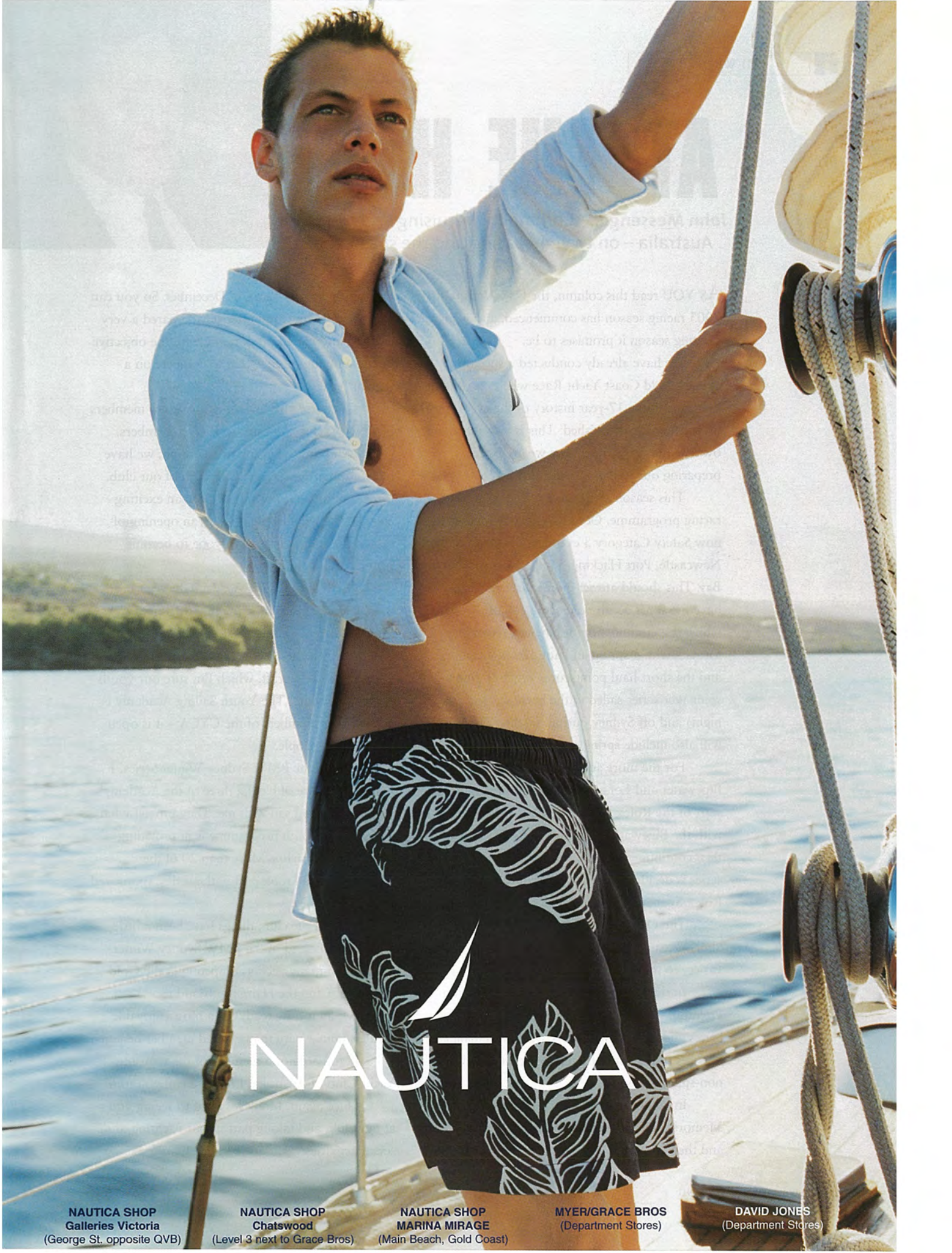
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AT THE HELM

John Messenger – Commodore Cruising Yacht Club of Australia – on twilight racing and the season ahead



AS YOU read this column, the CYCA's 2002 to 2003 racing season has commenced, and what an exciting season it promises to be.

We have already conducted a successful Sydney Gold Coast Yacht Race where, for the first time in the 17-year history of the event, the 60 starting yachts finished. This is a credit to the owners and crew and shows we are better preparing our yachts for ocean racing.

This season brings some changes to the racing programme. Ocean pointscore races are now Safety Category 3 events and include races to Newcastle, Port Hacking, Lion Island and Botany Bay. This should attract more starters. We also have the short ocean pointscore run off Sydney, which is a combination of day and regatta formats with a spring and autumn pointscore, and the short haul pointscore, which is a non-spinnaker series sailed in the harbour (day and night) and off Sydney during the day. This event will also include spring and autumn pointscores.

For the more adventurous, we still have the Bluewater and Long Ocean Pointscores until the start of the Rolex Sydney Hobart Yacht Race, with the Bluewater series including this race and then continuing into the new year. The LOPS series is decided without the inclusion of the Rolex Sydney Hobart Yacht Race.

The Ocean Pointscore fleet will join the Short Ocean Pointscore fleet for two races to add variety to their programme.

In the Harbour, we welcome back Hahn Premium to the Monday Twilight Spinnaker Series and new sponsor UBS Warburg Financial Services to the very popular Wednesday Twilight non-spinnaker series.

In addition, we have the Monica Geddes Memorial Trophy Sydney Harbour Islands Race and the Canon Big Boat Challenge, followed by

the British Trophy Series in December. So you can see, your Sailing Committee has prepared a very exciting and varied programme with the objective of encouraging more yachts to compete on a regular basis.

Of course, this invitation is open to members of all yacht clubs, not just to CYCA members.

As I reported in my first column, we have not forgotten the Cruising Division of our club. Your committee is putting in place an exciting agenda. We will also be holding an opening of season marina party for everyone to become better acquainted.

Our Youth Sailing Academy has not been overlooked. This year, you will see 10 new Elliott 6.0s replace the old fleet of Elliott 5.9s. The first of the new boats has already arrived and is a very exciting craft, which I'm sure our youth will enjoy sailing. The Youth Sailing Academy is not only for members of the CYCA – it is open to all young people.

During the BMW Sydney Winter Series, I had the pleasure of having three of the Academy's Advanced Squad sail with me. They proved what a benefit the youth programme is in providing crews for our yachts. More than 20 of the Advanced Squad took part in the series, sponsored by BMW Sydney.

Back at the club, things have been a little quiet since the end of the BMW Sydney Winter Series, with many yachts competing in the Gold Coast Race and the Hamilton Island races. However, all is now ready for a most enjoyable spring/summer with many added member benefits.

If you are not a member of the Cruising Yacht Club of Australia, I recommend you join.

Once again, I look forward to seeing you at our club, and taking part in our yachting and social activities. ■

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HISTORY REPEATING

The Louis Vuitton Cup, the elimination series to decide the challenger for the America's Cup in February 2003, is under way in Auckland. Meanwhile, says Peter Campbell, the saga of infighting, espionage, back stabbing and dirty tricks continues

Foredeck aboard Dennis Conner's challenger prepare to set the spinnaker

Photo – Nautica

THE BICKERING in the lead up to next year's America's Cup has lost no momentum. US author and maritime historian John Rousmaniere explains, though, that the climate surrounding the race is just business as usual. "It's a great story with some great characters," said Rousmaniere in an interview with Herb McCormick published in the *New York Times*. "But sometimes it goes a little astray."

Rousmaniere said that with a combustible mix of endless and highly interpretive rules, ambitious players and skyrocketing budgets, he was not surprised that lawyers were playing a prominent part in the America's Cup lead.

In fact, that's what has been happening since 1851, when the schooner *America* won the One Guineas Trophy that was to become the America's Cup. It continued in 1870 when the British tried to regain the 'auld mug' from across the

Atlantic. It escalated when Alan Bond went into bat against the New York Yacht Club and won on the water with *Australia II* at Newport, Rhode Island, in 1983. And after Dennis Conner regained the trophy at Fremantle in 1987, the Kiwis went to battle in the courts. Finally, though, it was superior sailing that won them the cup at San Diego in 1995 and enabled them to retain it in 2000.

Rousmaniere's comments come as the Seattle (USA) *OneWorld* Challenge was penalised one point by the America's Cup arbitration panel for being in possession of design drawings from three other teams, including defenders Team New Zealand.

In the age of billionaire-backed syndicates, the panel felt a monetary fine as a sanction in a yearlong scandal was meaningless. How harmful the one-point penalty is will become evident when the Louis Vuitton Cup starts on 1 October this year.

The penalty will be made at the end of the pair of round robins on 1 November when the field of nine challengers is reduced to eight. As Tim Jeffrey wrote in London's *The Telegraph*, at the very least it will affect the rankings and may pit *OneWorld* against a stronger rival as the trials move to a knockout format.

Australian Peter Gilmour is the *OneWorld* principal helmsman. His promising number two helmsman is James Spithill, who skippered Syd Fischer's Young Australia challenger in 2000.

As Jeffrey said, if *OneWorld's* boats are fast, the penalty should not worry it, but if the team is caught up in the pack, the penalty may be decisive and has been enough to eliminate the likes of Dennis Conner in previous years.

From 1 October at least, the action will be on the water – in the hands of the sailors and, hopefully, out of the grasp of the lawyers. ■



BURN BABY BURN

In an America's Cup regatta where Australia is most notable for its absence, Australian Ian 'Fresh' Burns is making his mark with US-based Oracle BMW Racing. Zoe Wilde reports from Auckland

ORACLE BMW Racing, dedicated to delivering the America's Cup back to San Francisco next year, is one of the favourites to win the Louis Vuitton Cup Challenger Series that begins on 1 October 2002.

As the team's primary navigator, Ian 'Fresh' Burns forms part of its 'think tank' – a group that stays around the stern during a race.

Burns, who has worked with Oracle BMW Racing for two years, is also responsible for design liaison. He tracks performance comparison and enhancement, and helps maintain the navigation and electronic systems on the team's two new-generation sailboats, USA-71 and USA-76.

An honours graduate in Mechanical Engineering from Sydney University, Burns' technical experience and navigational skills are said to be unrivalled in Australia. Burns has witnessed the evolution of America's Cup design during his 15 years of involvement, which began with the Kookaburra challenge in 1987. He knows that crew work, boat handling and tactics will be more important than ever this year.

"If you observe the sailboats now, many are quite similar, and will probably be close in speed. This means that the emphasis will be on strong and fluent crew work. With every America's Cup, I wonder how

much more speed can be squeezed from a sailboat, and how much further we can push the envelope of cup sailboat design and technology. And each time, I find a quantum leap in performance."

Burns adds that New Zealand's retention of the cup in 2000 created a more even playing field for other competitors. "The new boats are better tuned to local conditions, and rival teams have emulated many of the New Zealand design features. San Diego in 1995 was a lighter air venue and had big ocean swells.

"In Auckland, there is a wider cross section of highly changeable sailing conditions and virtually flat water. Each syndicate during New Zealand's inaugural 2000 Cup tried different things, and the teams now have a greater knowledge of what works down here."

Burn's predictions lend favour to the bigger and well-funded syndicates. "There is no doubt that the Swedish entry of Victory Challenge and Britain's GBR Challenge have great sailors, but this type of sailing is a war of attrition. Once the bigger and more powerful teams gain momentum, they have the ability to steamroll the others," he says.

The new scoring format for the Louis Vuitton Cup could create some surprises, says Burns. Boats that do well in the early rounds and win a

couple later on will sail less races than those faced with trying to catch up later in the series. "There will be a big toll on the crew and maintenance of boats that get behind," he says. On the other hand, the team in eighth place could come through to challenge Team New Zealand."

Nine other Australians are working alongside Burns, including electronics expert Matthew Ulvr-Green, and Julie Sutherland and Ruby Johnson in administration.

As a veteran Cup sailor, Burns is in a position to commend sailors, in particular, young Australian Jason Theuma, who initially volunteered to help the Oracle BMW Racing team. His experience and enthusiasm got him a spot on the team. He relocated to Auckland and worked two jobs until he became a salaried team member. "It's difficult for Australians with no experience to make a start," says Burns. "It's almost a closed shop if you haven't come in with a national team, but Jason's commitment was extraordinary."

Burns says the Australians in Auckland for the cup keep in touch with each other. "Most of us know each other very well. We all keep in close contact."

Only time will tell how close the Australians will get once they hit the water. ■



THE DESIGN RACE

The race to win the 31st America's Cup began off the water long before the first Louis Vuitton Cup event on 1 October 2002. Stephen White analyses the challengers

AS TEAM New Zealand demolished Prada in the finals of the America's Cup 2000, prospective challengers were taking the first steps towards the next installment of the famous event.

While some who had fallen short of the mark planned to step up their efforts for a repeat challenge, others snapped up 2000-generation yachts from failed challengers liquidating their assets. Designers were also hot property and promptly contracted, as challengers sought to capitalise on their expertise.

THE START LINE

Establishing what made NZL60 a comprehensive winner in AC2000 has been the subject of exhaustive efforts by the design teams. Digital photos and computer-aided design (CAD) programs established the lines of the black speed machine and a tank test

model, which provides a benchmark for developments, was built.

Those close to this process say it is difficult to create a hull that surpasses the NZL60 standard. NZL60's hull was innovative, with a long stern overhang that increased the unrated waterline, and a bow knuckle below the waterline that was radically different to all the challengers of AC2000. There is, however, much to consider beyond the lines of the black kiwi speedster.

The Millennium rig developed by Team New Zealand represented a package of innovations which, when combined, signalled the most significant innovation of the 2000 America's Cup – copies and developments are in widespread use among the challengers for AC2003.

The crisscross shroud orientation improved stiffness and stability of the working sail plan.

Taking advantage of the improved stability, the rig used only three spreaders compared to the conventional four, which combined with detachable masthead running backstays to reduce drag. The carbon-fibre section had greater fore/aft chord length that increased the sections' strength and effectively increased the unrated sail area.

NZL60 had major differences in her appendages. A longer, flatter bulb with a lower centre of gravity and winglets just aft of the trailing edge of the foil differed to the challengers. Finally, a large rudder that sacrificed drag for increased manoeuvrability in the vital pre-starts contributed to the package that won AC2000.

TAKING UP THE CHALLENGE

The shape of modern International America's Cup (IAC) yachts is long and lean. Maximising waterline length

in a narrow slab-sided hull with a towering sail area, a highly efficient narrow keel and 25 tonnes of displacement are the basic parameters for this generation of yachts. Assembling a package that minimises weight and increases manoeuvrability, while engineering a structurally sound race yacht with a comparative advantage on other syndicates, is an extremely complex process.

Computational fluid dynamics (CFD) and finite element analysis greatly aid the design process, eliminating much of the on-water and tank testing of the 12-metre era. By using CFD, hydrodynamic flows around the hull and appendages can be numerically modelled by a computer and projected on screen as a fluid flow using 3D visualisation. 3D visualisation uses colours applied to areas of high and low pressure so that the movement of water can be seen.

THE CHALLENGERS

Alinghi is rated by many as the team most likely to take the cup from New Zealand. Apart from Russell Coutts and his fellow Team New Zealand defectors, *Alinghi* has significant assets in Australian Grant Simmer as the design co-ordinator, and designer Rolf Vrolijk (who designed *Bravo Espana* for the previous cup). The designer's skills, combined with the experience of Simmer and Coutts, could be the winning formula.

SUI59, *Be Happy*, has been modified following its poor performance in 2000. It has been trialling against the first complete production of the *Alinghi* challenge SUI64, the first of all 2003-generation yachts to be launched in November



2001. The Swiss are well prepared and have no excuse to lose. Expect them to make the semi-finals and perhaps take the America's Cup to mainland Europe for the first time in the race's history.

One of the new players in IAC yachts, GBR Challenge, purchased the former Nippon Challenge yachts from AC2000. The Brits also have the design team behind those yachts, plus the experience of David Barnes, Derek Clark and Rob Humphries. Its first 2003-generation yacht GBR70, *Wight Lightning*, was first sailed in Auckland in late July.

A second yacht, GBR78, has been flown to Auckland and should be sailing during September.

Controversy surrounds *Le Defi Areva*, the French challenge, because of its nuclear power sponsor Areva. This has brought up old wounds between the French and New Zealanders, who remember the sinking of the *Rainbow Warrior*. FRA69 was rammed at high speed by a Greenpeace boat prior to FRA69's maiden sail. This caused extensive de-lamination to her hull.

Beyond the controversy, the French have been trialling with the modified FRA46, now carrying sail number FRA79, and NZL32 (winner of the 1995 America's Cup). The Yaka Design team headed by Daniel Andrieu has created FRA69, its luminous yellow hull will be difficult to miss during the challenger series and could certainly prove to be a dark horse.

Mascalzone Latino (translated to 'Latin rascals') is using ESP47 and USA55 (*Stars and Stripes* semi-finalist from 2000), as trial boats. The team recently launched its own ITA72 to the design of Giovanni Geccarelli in Naples. It arrived in Auckland in late July. Many are writing off this challenge as the team is building just one boat for the 2003 cup.

Perhaps the most controversial syndicate is *OneWorld*. It is the subject of cheating allegations after it was found in possession of design drawings, engineering specifications and test data for NZL60. *OneWorld* contracted Laurie Davidson (Team New Zealand designer for 2000), Bruce Nelson and Phil Kaiko from



America One to develop two new yachts, USA65 and USA67.

The America's Cup Arbitration Panel's findings that the US syndicate breached the Protocol, has set back the *OneWorld* team. The panel handed down a one-point deduction from the points accrued in round robin one and two of the Louis Vuitton Cup. This could be a decisive margin in a close series.

The controversy has overshadowed the development of the two *OneWorld* new-generation yachts, which have been trialling together throughout winter.

Oracle BMW Racing – the challenge of software magnate Larry Ellison – has a team of more than 30 researchers and designers, including Bruce Farr. The resources of this team alone make it a force to be reckoned

with, although there is conjecture over the exact make-up of the team, with Paul Cayard and Chris Dickson involved in the challenge but not part of the sailing team.

The training boats are from the former America One challenge – USA49, and the loser of the 2000 challenger final USA61. Two new boats, USA71 and USA76, have been built.

Prada is using its challenger from the last cup, *Luna Rossa* ITA48, and two Young America boats, USA53 (repaired following hull failure during 2000) and USA 58. Two new boats, ITA74 and ITA80, have been built to the design of Doug Peterson, who designed *Luna Rossa*, and David Alan Williams.

Peterson produced an all-round performer in *Luna Rossa*, which took advantage of cloth failures on America One in the 2000 challenger finals. Applying the benefits of eight years of development and being the only team to have match raced NZL60, expect Prada to make the finals of the Louis Vuitton Cup.

Stars and Stripes, the challenge of team Dennis Conner, has secured the services of Reichel and Pugh, renowned maxi boat designers who have designed *America Cubed* and *One Australia*.

The team's newest yacht, USA77, sank shortly before she was due to be shipped to Auckland. The structural integrity and viability of racing USA77, which has been the subject of much debate, may bring this otherwise strong challenge and potential semi-finalist undone.

Victory Challenge has been training in Auckland with trial horse



focus on performance

VELSHEDA

PHOTO: RICK TOMLINSON

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NZL38 and SWE63 since December 2001. Employing German Frers Jnr as its designer, this syndicate has come a long way in a short time. The talents of Jesper Bank, who has won two Olympic gold medals and has a wealth of sail-design expertise, will be significant in this team's development.

Like the Brits, the Swedes are an unknown quantity that could upset more experienced teams by making the semi-finals.

THE DEFENDER

Despite the performance that has seen Team New Zealand lose only one race in the past two America's Cups, the strength of their many challengers makes the Kiwis, in many people's eyes, the underdog for AC 2003.

Tom Schnackenburg, who has been involved in three successful America's Cup campaigns, leads the design team with Clay Oliver and Mike Drummond. With NZL60 and the experience of its development, the Kiwis have a head start on the others.

Trialling with their own yachts NZL57, and NZL60 from the previous cup, the team has broken two masts in recent months, which would be a setback for even the most professional team. At the time of writing, two new yachts were in final stages of preparation, NZL81 and NZL82. They were both built in Auckland by Cookson Yachts.

BACKING A WINNER

Picking the victor for what will probably be the closest America's Cup in history is difficult. All syndicates have the required assets in the form of trial horses and are using an identical benchmark, NZL60. Given the level of refinement reached, it is likely that the differences between boats will be slim across the range of conditions experienced on the Hauraki Gulf. The fastest yacht will most likely come from a series of finite improvements rather than a startling innovation.

It is unlikely that a specialist will make the challenger finals, as a broad range of conditions over the



duration of the Louis Vuitton Cup will see it eliminated. Team New Zealand can expect to meet a good all-rounder, with a team highly adept at extracting the best from its yacht in all conditions.

Many of the challengers are capable of producing the goods to make the finals. *Alinghi* has a wealth of talent and experience, Prada has been there before, while a US team, by weight of numbers if nothing else, should also make the semi-finals.

Beyond the challenger series is the Kiwi team. Can it successfully defend in such a close contest? The strength of the many challengers would suggest not, however, many suggested the same in 2000. ■



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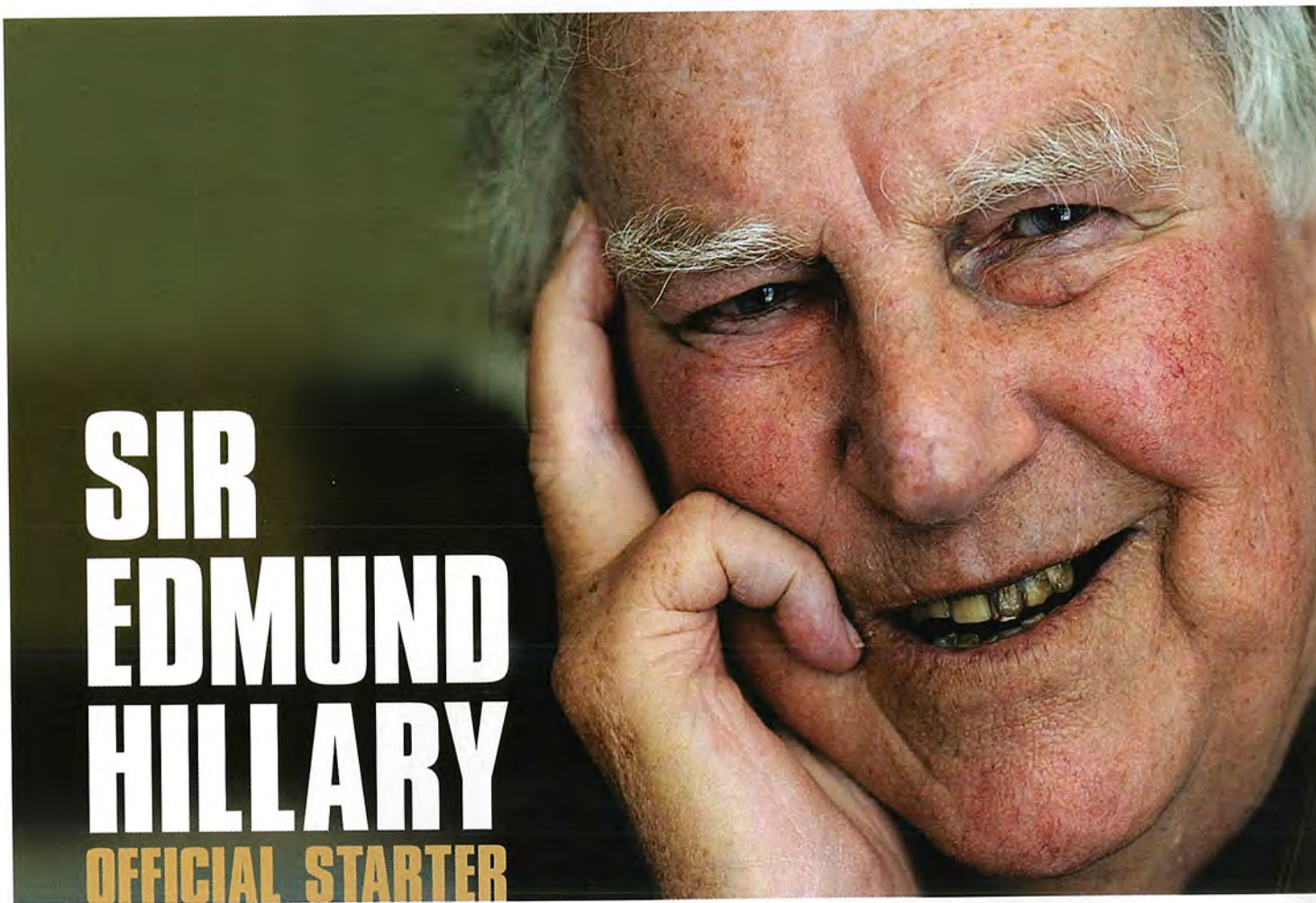
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OFFICIAL STARTER

Almost 50 years after he conquered Mount Everest, Sir Edmund Hillary will lend his support to another great challenge, the 2002 Rolex Sydney Hobart Yacht Race

SIR EDMUND Hillary, one of the most famous mountain climbers and adventurers of the 20th century, has accepted an invitation to be the official starter for the 2002 Rolex Sydney Hobart Yacht Race, regarded as one of the most demanding ocean races in the world.

In 1953, Sir Edmund and Sherpa Tenzing Norgay made history when they reached the summit of Mount Everest during the assault by the British Mount Everest Expedition. For this he was knighted by Queen Elizabeth II.

At the time, the Sydney Hobart Yacht Race was just nine years old; this year will be the 58th annual ocean race down the east coast of Australia to the island state of Tasmania.

Now in his 80s, Sir Edmund will fly with Lady Hillary across the Tasman for the start of the 630-nautical mile Rolex Sydney Hobart Yacht Race on Boxing Day 2002.

“We are most honoured that Sir Edmund has accepted the invitation of the CYCA and our sponsors, Rolex, to send the fleet away on the 58th annual Sydney to Hobart,” the Commodore of the Cruising Yacht Club of Australia, John Messenger, says.

“His exploits in the Himalayas and later in leading scientific expeditions to the Antarctic are legendary; in New Zealand he is a living legend.

“Having a man of Sir Edmund’s stature fulfil the role of official starter for the Rolex Sydney Hobart Yacht

Race will add prestige to the event throughout the world,” Commodore Messenger adds.

Sir Edmund began mountain climbing in New Zealand as a teenager, later climbing in the Austrian and Swiss Alps. His association with the Himalayas began in 1951 when he and two other New Zealanders made first ascents to peaks over 20,000 feet high.

This brought an invitation to join the British Everest reconnaissance party later that year, an expedition that was to discover the route up the south side of the mountain, later used in the successful assault in 1953.

The mountain-climbing exploits of Hillary in the Himalayan mountains, continuing over the next

decade, are legendary. Then, in 1956, his interest turned to the Antarctic, when he became the leader of the New Zealand part of the British trans-Antarctic exhibition.

An extensive scientific and exploratory programme was undertaken. Sir Edmund and four companions travelled overland with three modified farm tractors, becoming the first party with vehicles to reach the South Pole.

In 1960 and 1961, Hillary returned to the Himalayas with a large scientific and mountaineering expedition. During the tour he was prompted by a growing concern for the people who had played such an important role in his various Himalayan successes, when he helped establish the first school in the Mt Everest area.

He returned to the Himalayas annually for the next few years with combined aid and mountaineering expeditions, which saw the building of many schools, water pipelines, bridges, mountain airfields and several hospitals.

In 1975, during a project to build a hospital and airfield at Phaphlu, Hillary's wife and younger daughter died when the small plane they were travelling in crashed on a flight from Kathmandu to join him at Phaphlu. In spite of this tragedy, the hospital and airfield were completed and Sir Edmund continued to be involved in other projects.

Despite his growing interest in overseas aid, Hillary still found plenty of time for adventure – including climbing Mt Herschel in Antarctica and driving three jet boats against the current up the Ganges River of India



Sir Edmund Hillary (left), who will be the Official Starter of the 2002 Rolex Sydney Hobart Yacht Race, and (above) with Sherpa Tenzing Norgay on Mt Everest almost 50 years ago
Photos – AAP Images

from the ocean to its source in the Himalayan peaks.

In 1985, Hillary was appointed New Zealand High Commissioner (Ambassador) to India, Nepal and Bangladesh, spending four and a half years based in New Delhi. During this period, he continued the construction programmes in the Everest region that has seen completed 27 schools, two hospitals, 12 medical clinics, difficult access paths, and a re-forestation programme, many bridges and fresh water pipelines.

The same year, Hillary accompanied Neil Armstrong, the first man on the moon, in a small twin-engined ski plane and landed at the North Pole. He is believed to be the first person to reach the North and South Poles and the summit of Everest.

Sir Edmund has received a number of medals and decorations, including the Founders Medal of the Royal Geographical Society, Hubbard Medal of the National Geographical Society, Polar Medal, Commander Merite et Sportif, Star of Nepal (first Class), and the Order of New Zealand.

In 1991, Sir Edmund was appointed UNICEF Special Representative to the Children of the

Himalayas and in 1995 he received the Most Noble Order of the Garter from Her Majesty Queen Elizabeth II.

At the conclusion of his diplomatic term in India in 1989, Hillary returned to his home in Auckland where he celebrated his 70th birthday and on 21 December that year he married June Mulgrew, widow of an old friend, Peter Mulgrew, who had travelled with him to the South Pole.

In 1999, the biography of New Zealand's living legend, *View from the Summit*, was released, and Sir Edmund Hillary celebrated his 80th birthday.

Sir Edmund continues to have an active interest in the Himalayas, its environment and its people. Earlier this year, he and Lady Hillary visited Sydney for a Himalayan Trust Fund luncheon.

The Cruising Yacht Club of Australia is inviting club members and the public to be part of the start of the 2002 Rolex Sydney Hobart Yacht, joining Sir Edmund Hillary aboard the official starting boat. For more information, contact reception at the CYCA on 02 9363 9731 or email cyca@cyca.com.au



BACKING A WINNER

It's almost that time of the season when the Ocean Racer of the Year Awards is announced. Peter Campbell reports

Terry Mullens, 2001 Ocean Racing Rookie of the Year for 2001, accepts his award from CYCA Vice Commodore Roger Hickman
Photo – Peter Campbell

OFFSHORE YACHTING magazine will sponsor the 2002 Ocean Racer of the Year Awards, Australia's most significant recognition of excellence in offshore yacht racing.

Over the years, many of Australia's most successful sailors have won the awards for their outstanding contribution to the sport on a national and international level.

Conducted by the Cruising Yacht Club of Australia, the Ocean Racer of the Year Awards recognises four categories and takes into account the 12 months to 31 August 2002.

The categories are:

- ▶ Ocean Racing Yachtsman of the Year – the skipper, navigator or crew who, in the opinion of the judges, has been outstanding in Australian and/or international ocean racing in the past 12 months.
- ▶ Ocean Racing Crew Person of the Year – this award is the same as above, although it is not open to skippers or navigators.
- ▶ Ocean Racing Veteran of the Year – to be eligible to win this award,

the sailor must be over 55, have at least 15 years of ocean-racing experience, and have competed in the 2002 to 2002 season.

- ▶ Ocean Racing Rookie of the Year – the 2001 to 2002 season must be this sailor's first major season in ocean racing.

“While the CYCA has always organised this prestigious award, we regard it as a truly national selection,” says CYCA Commodore John Messenger.

Messenger also welcomes *Offshore Yachting* magazine's publishers, Brandmedia, as sponsors of the awards.

“The involvement of *Offshore Yachting* magazine will enable the CYCA to widely publicise the Ocean Racer Awards as part of the club's promotion of the sport,” Messenger adds.

The CYCA is asking fellow offshore clubs in Australia to nominate eligible candidates for these prestigious awards, by the closing date of 1 December 2002.

Nominations must be accompanied by a brief summary of the candidate's achievements.

The winners will be announced at a special club function held in December, during the lead up to the CYCA's premier event, the Rolex Sydney Hobart Yacht Race.

South Australian yachtsman Kevan Pearce, owner/skipper of the 2000 Sydney Hobart Yacht Race winning yacht *SAP Ausmaid*, was Ocean Racer of the Year for 2001. A member of the Cruising Yacht Club of South Australia, Pearce was the first South Australian to win the award and only the third Adelaide yacht owner to win the Sydney Hobart Race.

Other Ocean Racer winners are Victorians Lou Abrahams and Gino Knezic, Don Calvert from Tasmania, Queenslander Jon Sayer and Gary Appleby. Syd Fischer, Warren Johns, Geoffrey Ross, Andrew Strachan, Ed Psaltis and Bob Thomas have also walked away as winners. ■



Sydney 32 One Design

Another out of the box success!



The Sydney 32 One Design yacht launched in July 2002 at the Sydney International Boat Show - and it's already a run away success!



Sydney Yachts has delivered a smaller yacht platform with the same offshore capabilities as the highly successful Sydney 38 One Design.

It is fast, fun to sail, yet sturdy and ocean ready. It has a spacious deck area, wheel steering and simple control layout. There is plenty of internal volume, an amazing 6'2" headroom and a well-equipped galley and navigation area. It has a comfortable saloon, with two double berths aft and a spacious head with storage forward or removable V-berth.

The Sydney 32 One Design provides competitive amateur One Design Racing and Cruising in an affordable package.



Sydney Yachts International
Office - (02) 9979 8044 Fax - (02) 9979 6901
www.SydneyYachts.com/sydney32

IN WITH THE NUI

It's no grand-prix offshore affair, but the Tahiti Nui Cup has added a new Pacific twist to the careers of many Australian yachties, their families and friends. Report by Trevor Joyce, photos by Andrea Francolini



While Pacific rollers pound the coral reef, yachts contesting the Tahiti Nui Cup enjoy close racing

THE THIRD Tahiti Nui Cup in June attracted 21 yachts and 150 sailors from Australia, New Zealand, the UK and Japan, all of whom savoured the tropical splendour of the Society Islands in French Polynesia.

The regatta does not purport to be a grand-prix event. It is sailed in yachts chartered exclusively from the two main operators on Raiatea island – Sunsail and The Moorings.

The yacht that won the four-race series this year was skippered by Australian yachting icon Hugh Treharne. Treharne sailed an interesting new yacht this year – a Dufour Gibsea 52, with no less than five double cabins and five heads, a 220-volt generator powering air conditioning throughout, with 900 litres of fresh water and an 80-horsepower diesel engine. In spite of all this gear, the 52 proved to be a reasonable sailing yacht, even in light conditions.

June sees the arrival of the trade winds in these latitudes, and for the most part winds were in the eight to 20-knot range for the event. Although the passage races between islands are across the open ocean, the occasional splash on deck revealed a water temperature in the order of 24 degrees, just a few degrees cooler than the air temperature. The magnificent two to three-metre swells of the South Pacific roll gently along at 200-metre intervals, until they meet the reefs that surround the islands, rear into the sky and crash thunderously into half a metre of water.

The social side of the programme used venues that ranged from the village square on Huahine, an island on the reef on Tahaa, and the magnificent Pearl Beach Hotel on Bora Bora. Between the four races the crews used the five lay days to recover from the 'rigorous physical demands' of racing.



Above: Australians competing in the Tahiti Nui Cup are greeted by the locals. Right: Postcard-perfect pictures from Tahiti

A couple of great quotes came out of this year's event. The first went something like: "I don't think I'll go to heaven when I die so I thought I might as well come to Tahiti while I'm still alive." Another was heard after the last race along the reef on the western side of Bora Bora: "There's no point me trying to describe this to anybody at home, they'll never believe me."

Tahiti offers terrific cruising grounds, and although crossing the date line makes for some confusion on the eight-hour plane trip, it's not like flying to the other side of the world. Once you are there it's a whole new culture, with a harmonious blend of Polynesian and French influences.

Second in the regatta's monohull division was another Dufour Gibsea 52, skippered by Australian yachting identity Ian Treleaven and his wife Andrea. Having just sold *Line 7* and *Musto*, Ian and Andrea did something novel and decided to have a holiday. But Ian is pretty competitive, so even though it was only the Tahiti Nui Cup, being beaten by Hugh Treharne was hard to take.

A crew from Port Lincoln on a well-sailed Beneteau First 42 S7 – skippered for the most part by the ex-commodore of the Port Lincoln Yacht Club Di Bishard – came third.

The next event is scheduled for the same week in June 2003, but changes to airline schedules have necessitated an extension of the yacht-charter component of the holiday from nine to 10 days. What an imposition!

For more information, contact Trevor Joyce at Mariner Boating on (02) 9966 1244, email trevor@marinerboating.com.au or visit www.marinerboating.com.au ■





SYDNEY 32

At the Sydney International Boat Show, Sydney Yachts released a stunning little sister to their highly successful Sydney 38 OD. Barry Tranter test-sails the Sydney 32



THE SYDNEY 32 is worth buying for the steering wheel alone. Place a hand on the rim of that big, brightly coloured wheel and you're singing the same song as Paul Cayard or Iain Murray, or the guy at the helm of the Sydney 38. At the helm of this boat, you'll blast away from the start line and won't be seen again for the rest of the afternoon.

A lot of thinking has gone into this yacht by Sydney Yachts and designers Murray, Burns and Dovell. Sydney Yachts sales manager Martin Thompson (the crew call him 'Tack' because he was only a little tackler when he joined Ian Bashford) reckons it was easy to work out that a market existed for a smaller version of the Sydney 38 one design.

"We talked to a lot of people and it seemed to us that more important than price these days is crew numbers," says Martin. "People want to sail with only five crew."

"We were also seeing a lot of one-design people from Etchells, Cavalier 28s, J24s and Young 88s who wanted a one design the family could enjoy."

The designers and builders have produced a one-design 32-footer with an IRC TCC of 1.027 which, according to Martin, the numbers predict should be able to match the 38 on corrected time.

The hull is balsa-cored and the topsides use high-density foam, sandwiched between hand-laid glass. Grand-prix construction was avoided to keep costs down and to pursue the simple ruggedness demanded by Australian conditions.

The boat has the usual one-design restrictions. The sail wardrobe is limited to a mainsail, three headsails and two spinnakers (from the sailmaker you choose) but only one non-amateur is allowed in each crew. You can have two new sails a year.

“The 32 is slightly more cruising-oriented than the 38,” says Martin. “People aren’t going away for a week anymore, but they want to overnight.” There are two double berths aft, but the forepeak is empty except for the toilet and the sails. There’s a full navigation area, as the owner will probably want to do, say, the Coffs Harbour race.

There has been no skimping on the galley, which includes a stove, icebox and sink in a linear configuration on the starboard side. There’s a full settee and table – a pleasant cruiser/racer interior. In the bow you will even find an anchor well, not included on the 38.

There is some nice grand-prix detailing. There’s that wheel, for a start, with no tiller option. Because the headsails don’t overlap, the shrouds attach to carbon chainplates that are integral with the hull sides, as on America’s Cup boats and current

Maxis. The backstay is hydraulic, and the mainsheet doesn’t use a tackle – it is split and each part runs forward on the boom then back along the deck to a winch each side on the cockpit coaming.

“It’s faster than a 6:1 system when you’re ducking a boat or bearing away in a hurry, and a small girl can easily work the main,” says Martin. The 6:1 traveller lines run to cams on the coamings but it is so easy for the crew to ease the main on the winch and let the Selden gas strut vang look after the leech. The winches are more than ample; 40s for the primaries, 32s for the main and spinnaker. The cockpit lockers are removable.

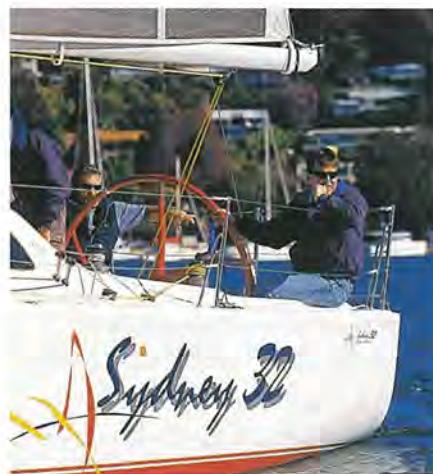
The Whalespar mast has twin spreaders and discontinuous diagonals. Rigger Phil Bate of Yachtworks has used locking clips on the genoa sheets and spinny halyard, the latter with the sheathing stripped from the Spectra core. The main and jib halyards are Vectran.

The 32 costs \$227,000, ex-factory. Martin is keen to point out that the price includes all the grand-prix-level gear. “We like to put all the stuff on as standard so the buyer knows at the front end what he or she is up for, instead of finding out halfway through the season,” he says.

We saw 7.2 knots of boatspeed in 18 to 20 knots apparent, hard on the wind. On a two-sail reach we saw 8.2 in 18 apparent at 100 degrees. Okay, the breeze was all over the place so it was hard to get steady readings, but in gusts of 25 apparent with only two guys on the coaming (legs inboard), Martin on the helm and me back at the transom, the Sydney 32 bolted upwind, with

only occasional help from the mainsheet hand.

In gusts, the 32 heels, stiffens up and then accelerates. The helm is sharp and perfectly geared, the helmsman’s footrests correctly placed, and everything about the boat is light to use. She has small-boat reactions and tactile responses, which is the highest compliment. But the strongest impression relates to how easy she is to sail, particularly on a gusty day. The tortuous path of technology has brought us to a point of wonderful simplicity which means novices can enjoy fast sailing as much as the diehard. ■



SYDNEY 32

LOA	9.67m
Beam at deck	3.21m
Draught	2.04m
Displacement	3,100kg
Ballast	1,300kg
Fuel	65 litres
Water	200 litres
Engine	18hp Yanmar saildrive, FW-cooled
Price	\$227,000, ex-factory
Design	Murray, Burns & Dovell
Contact	Sydney Yachts (02) 9979 8044



BEAUTIFUL BAY OF ISLANDS

If you are planning to visit New Zealand this summer for the America's Cup racing, take time to do some island hopping. Story by Geoff Pye

LEGEND SAYS that a few keen canoeists from the islands of Hawaiki discovered New Zealand's North Island around 950 AD. Then, in 1642, Abel Tasman sailed around New Zealand without going ashore. Finally, 127 years later, Captain James Cook had a closer look and by the early nineteenth century, whaling and sealing was booming. So was the Bay of Islands town of Russell, infamous for its wine, women and song. It's good to see that some things don't change.

If you're sailing to New Zealand from the north, Opuia in the Bay of Islands should be your first port of call. It has all major services – one of its best, Russell Radio, is available hundreds of miles out to sea.

The Bay of Islands is probably one of the safest places in the world

to enter at night. Follow the WRG leading lights of Waitangi right into sheltered water, then turn left towards the anchorages of Russell, Paihia and Opuia.

MARINA

After meeting Alan Jones, the tough but fair Customs officer, you will probably be looking for berthage. A 14-metre berth at the modern Opuia marina costs \$NZ25 per day or \$NZ525 per month; swing moorings are available at \$NZ8 per day or \$NZ48 per week.

Security keys for pier gates, showers, toilets and laundry are available for a small deposit. The marina also offers free sewage pump-out facilities on the floating fuel dock. The Opuia Yacht Club is at the

shore end of the main wharf. It is easy to join, welcomes offshore cruisers and has a good-value, dinghy-friendly restaurant.

YACHT MAINTENANCE

Most trades and services are near the marina. If you want to come out of the water for only a few hours, Jim and Jenny's floating dock is the way to go. For a longer haul-out, Ashby's Boatyard can house up to 42 boats and operates a 35-tonne travel lift. It has a slipway for larger vessels, up to 100 tonnes, and provide live-aboard facilities during your time on the hard.

Doug's Opuia Boatyard is smaller but cheaper for up to four boats. If it's a friendly rigger you require, then see Barry 'Baz' Saunders



from Bay of Islands Spars and Rigging – an oar’s throw from the marina office. And if you’re leaving your vessel and need someone to look after maintenance or general care, call Geoff from Pyeseas Boat Care Services.

YACHT CHARTER

If you prefer island hopping to ocean cruising and want to go with the chartering option, the port of Opuā has three charter companies – Moorings, Sunsail and Great Escape.

Moorings and Sunsail Yacht Charters offer similar yachts and prices. As an example, Sunsail has yachts from 9 to 15 metres that comfortably accommodate four to eight people. Prices range from \$NZ375 to \$NZ950 per day in high season, plus \$NZ25 per day insurance. It has two catamarans (11 and 12.5 metres), priced at \$NZ785 and \$NZ985 per day plus insurance. This is great for larger groups of eight or 10 people. Sunsail can provide a skipper, cook or guide, or all three. Great Escape is the least expensive

charter option. It has 16 yachts, ranging from 6 to 10 metres, including three Noelex 25s. Peak season prices range from \$NZ160 to \$NZ390 per day. Great Escape also offers a five-day, learn-to-sail charter at \$NZ425 per person.

PLACES TO EXPLORE

With 144 islands, The Bay of Islands is an adventure playground of rocks and native bush-clad hills fringing tranquil beaches and coves that keep you watchful, but it’s a lot easier than negotiating the coral reef areas of Australia. Playful dolphins, and the occasional orca, leap out of the sea.

Below are some of the bay’s top spots (I have to thank Derry Godbert, a wise old salt from Kerikeri, for his help in compiling this list. Derry has found the prevailing winds to be 50/50 SW and NE.)

Russell – Is generally a safe anchorage, though caution is required in SW winds. A regular ferry service operates from here to Paihia, so there is a large jetty where boats can tie briefly. Lining the beachfront among the pohutukawa trees are cafes, restaurants, craft galleries and the famous old watering hole, The Duke of Marlborough. The historic rammed-earth Catholic Mission, Russell Museum, and Christ Church, still sporting a few bullet holes from the Maori Wars, are all worth a visit.

Roberton Island – This island, famous for the murder of a family in the nineteenth century, has good anchoring. Near Russell, it is sheltered from swells but exposed to southerly winds. The long beach is great for swimming, a rocky lagoon is fun for kids to explore and a short walking

trail leads to a majestic lookout point. **Opunga Cove** – Is a good all-weather anchorage with water available from the jetty.

Moturua Island – The many bays on this island collectively provide shelter from any wind. There are good walking tracks and interesting bird life. In the summer months, a rubbish barge is provided on the SE corner.

Waipiro Bay – Is a good all-weather anchorage.

Urupukapuka Bay – Is a beautiful spot with plenty of room. A good camping ground and access to walking trails are right by the beach.

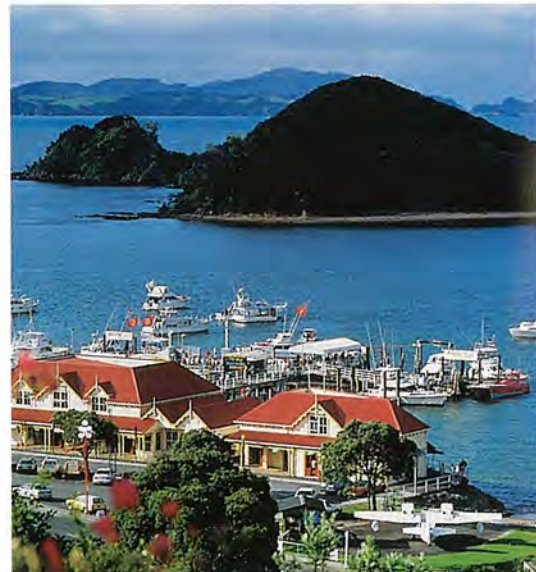
Otahe Bay – Is a good all-weather anchorage but is not very deep, so take care. There is a small hotel ashore with cafe and bar, plus fresh water, showers and toilets for yachties.

Entico and Paradise Bay – These two delightful bays just to the north of Otahe have beautiful beaches and lovely walking tracks.

Waewaetorea Island – The south side is a fine day spot and an impressive blowhole in the middle of the island will perform with the right swell. There is excellent diving and fishing in and around the channel on the north side.

Deep Water Cove – Is sheltered from southerly winds. As you watch your anchor chain and warp rapidly disappear over the fairlead, you’ll understand this cove’s name. At the head of the cove is a stream and relatively shallow depth of 10 metres. The odd friendly sandfly may welcome you as you prepare for the two-hour walk to Cape Brett.

Hole in the Rock – Is also known as Percy Island. It is worth a visit but offers no shelter, as someone has cut a big hole in it. From experience, Derry



Godbert says an 11-metre mast will scrape through the gap while the crew admire the shoals of fish.

Nine Pin – This island is like a large rock on the northern side of the Bay of Islands entrance. It is a scenic area with very good fishing and diving.

Howe Point – This is back down the shoreline towards Kerikeri. Its cave is perfect for a dinghy exploration.

Marsden Cross – Has good anchorage and a beach which hosted the first Christmas service in New Zealand.

Te Pahi Islands – These small islands are fun to explore. Turtle Island has a classic Maori pa site, but approach it with caution as there are rocks just beneath the surface.

Black Rocks – Is popular for fishing and diving. Most of the rocks have vertical faces dropping to around 17 metres. At the bottom, huge rocks piled on top of each other provide awesome swim-throughs and fish life.

Te Puna Inlet – This extremely large body of water is only five to 10 metres deep in most places but has peaceful anchorages due to the small number of visiting boats.

Doves Bay – The home of the Kerikeri Cruising Club has a small marina and a large clubhouse. There are berths available for visiting yachts but it is a 15-minute drive into Kerikeri

township, so you may wish to continue up the narrow river by boat. If so, go up and back at high tide.

At the head of the river lies New Zealand's oldest buildings – Kemp House and the Stone Store, which became a mission store in 1836. You can tie up to the wharf here and wander into town in about 20 minutes. Kerikeri was once home to the fearsome Hongi Hika, a Maori chief who terrorised North Island tribes in the 1800s.

Kerikeri is well known for its oranges, kiwifruit and avocados. There is also an art and craft trail, and wineries and cafes – or you may prefer to overindulge at the chocolate factory. You can venture inland to the Puketi Forest, full of 1,000-year-old kauri trees and tramping trails. There's a good supermarket and plenty of real-estate agents if you are really smitten with the area.

The other town of reasonable size near the water is Paihia, a tourist mecca of accommodation, restaurants and activities. The town is compact, so you can easily anchor offshore and travel around by foot.

Half a mile down the beach is historic Waitangi, where Maoris and Europeans joined in signing the Treaty of Waitangi in 1840. There is a carved

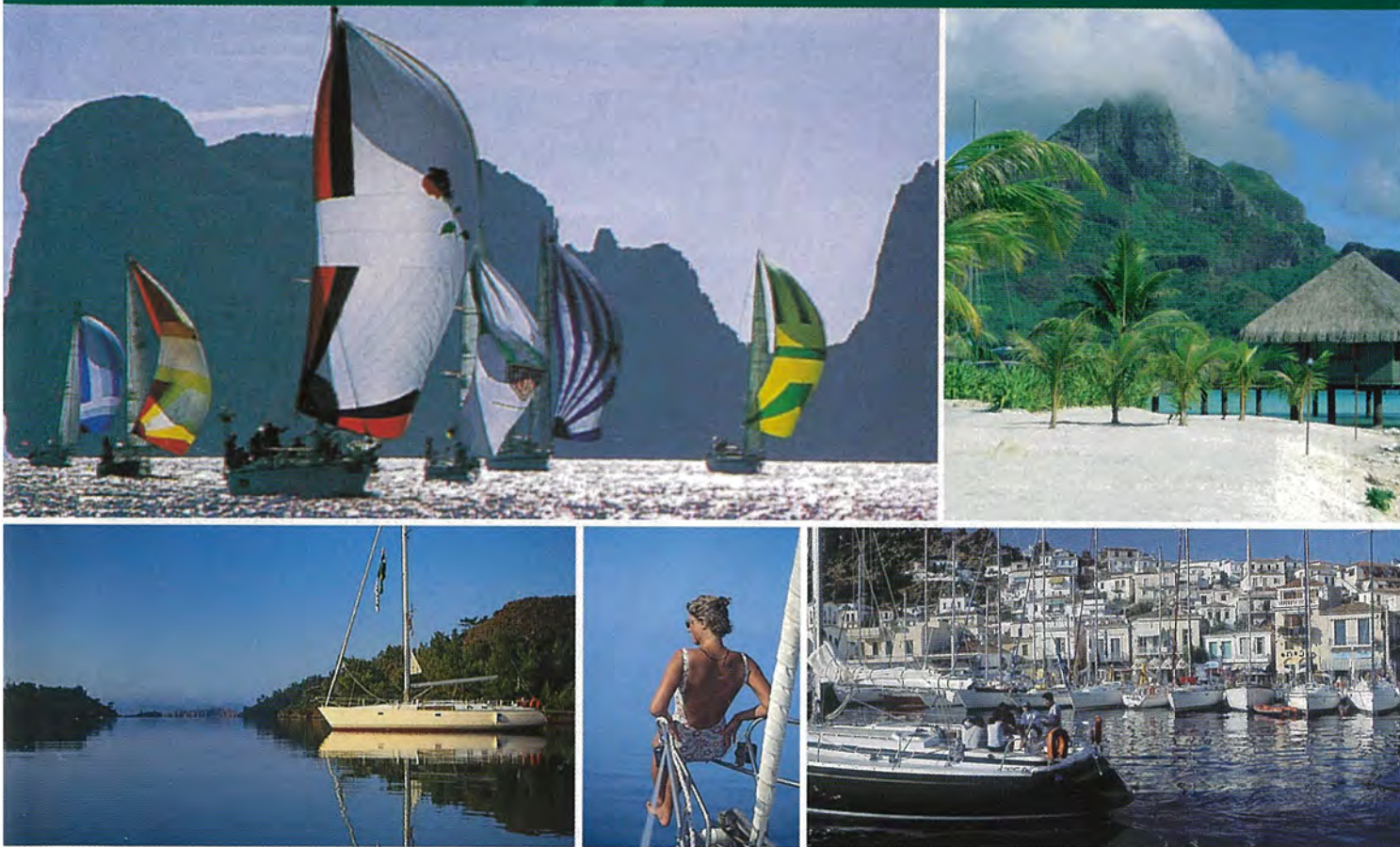
Maori meeting house and one of the largest war canoes in New Zealand.

Even the most relaxed cruise can do with a spot of yacht racing. From 21 to 24 January this summer, the Bay of Islands will hold a yachting regatta with plenty of onshore entertainment. If you're in the bay then, don't miss it.

For further information on the Bay of Islands and Northland, check out www.northland.org.nz ■



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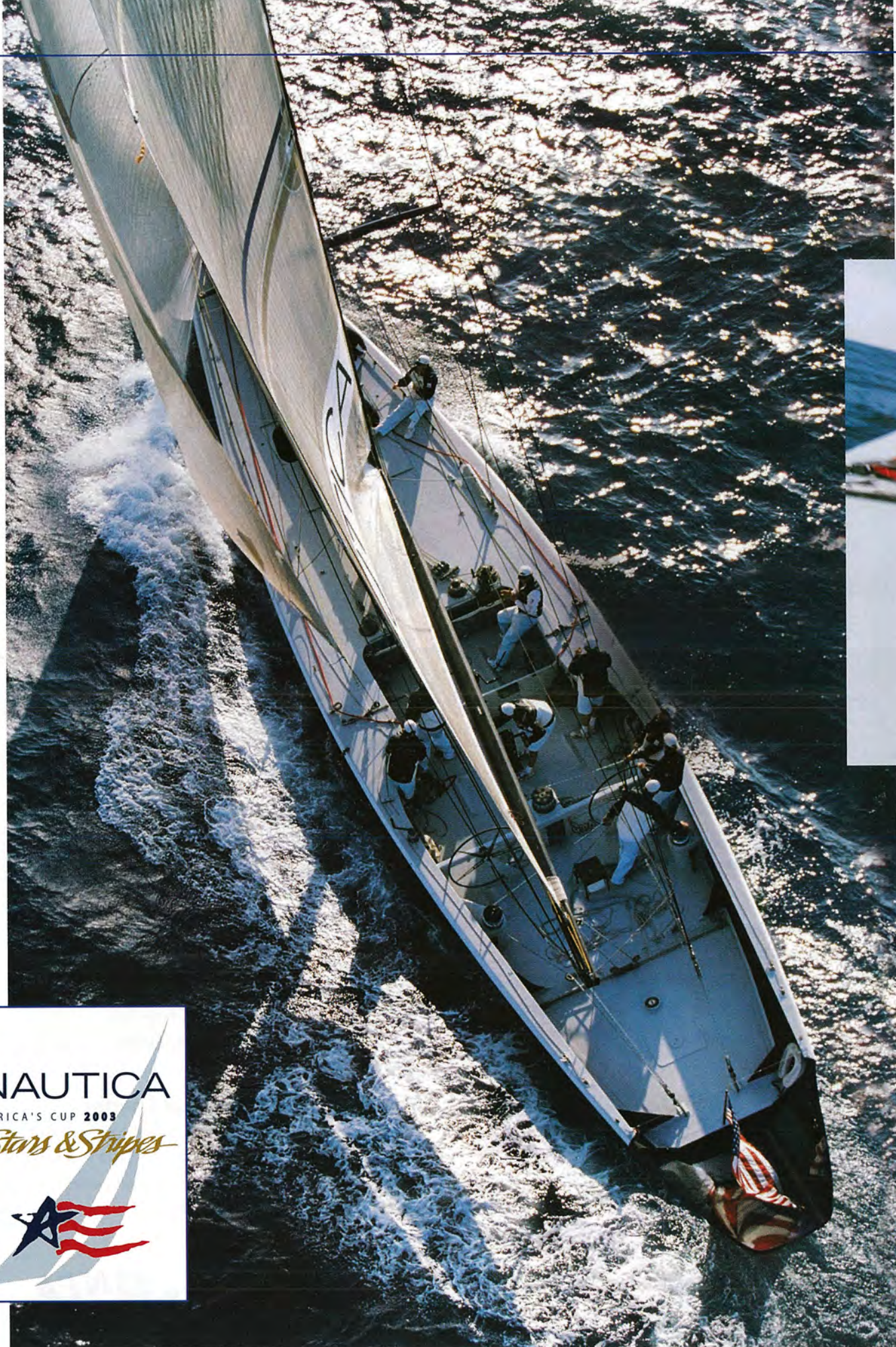
Mariner Boating Fun Regattas in 2003

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May 30 - June 10	The 4th Tahiti Nui Cup
September 4-21	The Marco Polo Cup Croatia

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NAUTICA
AMERICA'S CUP 2003
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STARS AND STRIPES

The beautiful and functional Nautica range is now a part of the US challenge for the America's Cup



IT'S WHITE-KNUCKLE territory, and Nautica is there. As official sponsor of *Stars and Stripes*, the Team Dennis Conner entry in the America's Cup, Nautica has designed a new clothing range for the tense bout of races in Hauraki Gulf this summer.

"Winning the America's Cup takes advanced technology and state-of-the-art design into all aspects of the team's campaign," says Dennis Conner who has won the bitterly contested trophy four times. "This challenge is about working with the

best America has to offer. With the technical expertise of David Chu and Nautica to keep the sailing team dry and comfortable, we can concentrate on our goal, to bring the America's Cup back to the USA."

The solid silver 70cm cup sat defiantly on its pedestal at the New York Yacht Club for 132 years. No one could break the super power's stranglehold, until *Australia 2* shocked the world by winning in 1983. Sir Peter Blake led New Zealand to a dramatic victory in 1995 and the cup went to

Auckland where the Kiwis successfully defended in 2000. It is still there, ready to meet the new challenger.

This is serious. This is personal. Dennis Conner wants that trophy back, and Nautica means to help him.

As befits a legend, the functional, spirited *Stars and Stripes* range from Nautica easily handles the sea, salt, spray and sun. Quick-dry knits draws moisture away from the skin. Rugged jackets and outerwear are weather resistant, waterproof and, of course, very stylish. ■

DESIGNER "I have always been inspired by the sea," says David Chu, founder and Chief Creative Officer of the innovative company. Chu arrived in Manhattan from his native Taiwan in the late 1960s. "My love for the functionality of naval attire has influenced my designs since I started Nautica in 1983. Utility and wearability are paramount. I always try to keep this simple concept in mind when I design for Nautica."





GOLDEN STING

All 60 starters in the 2002 Sydney to Gold Coast Race finished the event. This was a first in the 17-year history of the popular midwinter race. Peter Campbell reports

THE SYDNEY to Gold Coast Race was introduced almost two decades ago to mark the opening of the Gold Coast Seaway, a safe entry for deep-draft boats into Broadwater on the Queensland south coast. The seventeenth annual event had many winners, and one very disappointed loser.

Sixty boats started and all finished the 386-nautical mile midwinter race up the NSW coast to Southport. (The race is more often called the Sydney to Southport rather than its official title.) All but one boat finished by the Tuesday evening that followed the Saturday start from Sydney Harbour.

The overall winner of the Peter Rysdyk Memorial Trophy was Terry Mullens' Farr 49 *Sting*, as the

first-placed boat on corrected time in the IMS handicap category.

Ray Roberts' Farr 52 one-design *Hollywood Boulevard* placed first overall in the IRC handicap division. Michael Spies and Ken Dunnett's Beneteau 40.7, *P&O Nedlloyd Shipping Central*, won its division under both IMS and IRC.

The CYCA presented the line-honours trophy to *Grundig*, continuing Sean Langman's remarkable successes this year, which have included getting the gun in the Pittwater to Coffs Harbour, Sydney to Mooloolaba and Brisbane to Gladstone races.

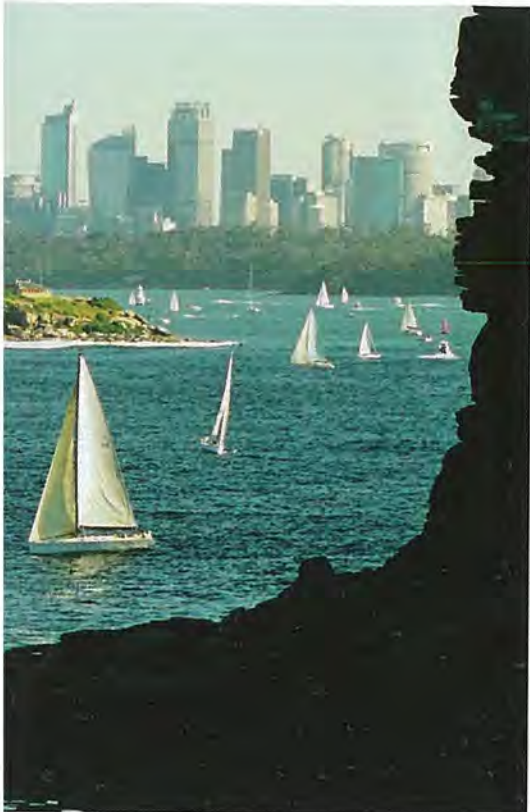
The major loser was Grant Wharington's MBD 83 *Australian Skandia Wild Thing*, from Mornington Yacht Club in Victoria.

She was disqualified after crossing the line first, just 20 minutes in front of Sean Langman's MBD 66-footer, *Grundig*, followed by *Line 7* (Ian Treleaven) and *Brindabella* (George Snow). The disqualification, which is subject to appeal, concerned *Wild Thing's* eligibility to continue racing after withdrawing from the PHS Division to use her water ballast.

The race was otherwise incident free, but full of stories of boat-for-boat battles up the NSW coast, particularly among the 13 Sydney 38 one-design yachts that contested IRC Division B.

This was the largest fleet of one-design yachts ever to compete in an Australian ocean race and probably one of the biggest of any race in the world. It reinforces the importance of the CYCA's decision to introduce one-design divisions for this year's Rolex Sydney Hobart Yacht Race.

Not unexpectedly, the level-rating Sydney 38s dominated corrected-time results in IRC Division B. Outstanding young Etchells sailor



For the first time in the Gold Coast Race, yachts were allowed dual entries in the IMS and IRC-rating categories. This proved to be a highly successful move with all but four of the 21 IMS entrants also entering IRC.

The two top-scoring IMS and IRC boats, *Sting* and *Hollywood Boulevard*, gave their owners their first major ocean-racing wins, a reward for tenacious sailing.

Sting, which as *Yendys* won the 1999 Telstra Sydney Hobart Yacht Race, won IMS overall and Division A on corrected time from Syd Fischer's

internationals Rob Brown and Michael Coxon, entered only in the IRC category, finishing first overall and first in IRC Division A. The crew beat *Ragamuffin* and *Sting* comfortably on corrected time in a display of power sailing.

Outside the big boats, one of the best results came from Michael Spies and his new co-owner, Ken Dunnett, in their expertly optimised and well-sailed Beneteau 40.7 *P&O Nedlloyd Shipping Central*. The crew won IMS Division B and IRC Division C.



Top: North Heads frames the fleet as it heads out to sea. Above: *Brindabella* struggles in light airs
Photos – Ian Mainsbridge and Peter Campbell



Above: Julian Farren-Price steers *About Time* away to a good start
Photo – Peter Campbell



Above: The brightly painted *Hollywood Boulevard* won the start and finish of the IRC Division
Photo – Peter Campbell

Julian Plante joined Justin Lambeth aboard *London Tavern* to score a close win. The previous weekend, *London Tavern*, from the Royal Prince Alfred Yacht Club, won the Club Marine Trophy in round two of the Sydney 38 OD state championship.

CYCA member Andrew Short, sailing *Andrew Short Marine*, finished second. Third place went to the newly launched *Hidden Agenda*, skippered by Adam Brown. It beat RPAYC boat *The Business* across the line by just 17 seconds. The first four Sydney 38s crossed the line only 17 minutes apart after 70 hours at sea, with others hot on their heels.

slightly bigger and higher rating Farr 50 *Ragamuffin*. *Brindabella*, George Snow's Jutson 80, placed third overall and in IMS Division A, which is some compensation for finishing only fourth in fleet.

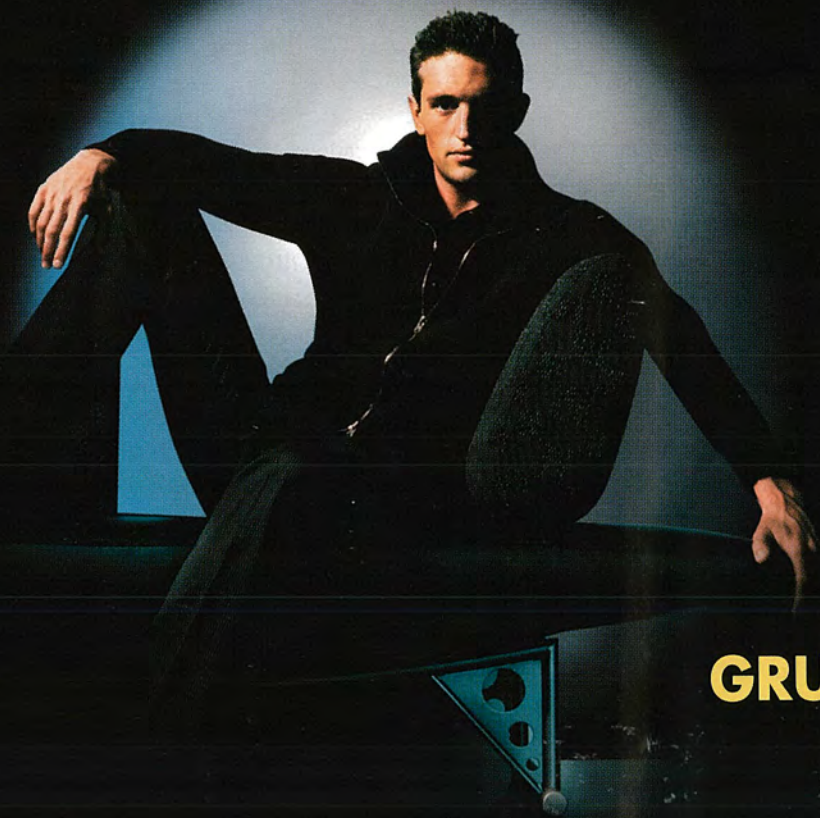
Terry Mullens had his 11-year-old son Clay aboard for his first long ocean race, giving the youngster the honour of steering the boat across the finish line. "The commitment from the crew was fantastic and we plan to keep the same squad for this year's Rolex Sydney Hobart Yacht Race," an elated Mullens said in Southport.

Hollywood Boulevard, with a star-studded crew that included

In IMS Division B, *Antipodes Australia*, Greg Newton's Beneteau 47.7 from the Royal Sydney Yacht Squadron, placed second. Chris Bowling's Hick 30 *Redrock Communications* from Drummoyne Sailing Club (which also finished second in IRC Division C) took third place.

Redrock Communications' performance was quite remarkable considering the boat's repaired mast was stepped and rigged only three hours before the start of the event.

The PHS Division saw an excellent result for importers North South Yachting with Robert Green's



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X-Citation from MHYC winning and Nick Delaine's *Delight* placing second. *Bright Morning Star* (Randal Wilson, SASC) placed third.

Apart from a wind-less start, the race was sailed in mostly light to moderate headwinds that made it a tactical contest, with navigators calling for rock-hopping courses to keep inside the southerly set. Tactics came very much into play at night.

In these conditions, there were no dramas, just plenty of intensive concentration on sail trim and tactics that produced another very enjoyable Sydney to Gold Coast.

LINE HONOURS

1. Grundig, MBD 66 (Sean Langman, SASC) two days, one hour, 20 minutes and six seconds. (Subject to appeal)

IMS OVERALL & IMS DIVISION A

1. *Sting*, Farr 49 (Terry Mullens, CYCA)
2. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA)
3. *Brindabella*, Jutson 80 (George Snow, CYCA)

IMS DIVISION B

1. P&O Nedlloyd Shipping Central, Beneteau 40.7 (Ken Dunnett & Michael Spies, CYCA)
2. Antipodes Australia, Beneteau 47.7 (Greg Newton, RSYS)
3. Red Rock Communications, Hick 30 (Chris Bowling, Drummoyne SC)

IRC DIVISION A

1. Hollywood Boulevard, Farr 52 OD (Ray Roberts, CYCA)
2. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA)
3. *Sting*, Farr 49 (Terry Mullens, CYCA)

IRC DIVISION B

1. London Tavern, Sydney 38 OD (Justin Lambeth, RPAYC)
2. Andrew Short Marine, Sydney 38 OD (Andrew Short, CYCA)
3. Hidden Agenda, Sydney 38 (Graham Gibson, CYCA)

IRC DIVISION C

1. P&O Nedlloyd Shipping Central, Beneteau 40.7 (Ken Dunnett & Michael Spies, CYCA)
2. Red Rock Communications, Hick 30 (Chris Bowling, Drummoyne SC)
3. Impeccable, Peterson 34 (John Walker, MHYC)

PHS DIVISION 1

1. X-Citation, X-Yacht 412 (Robert Green, MHYC)
2. *Delight*, X-Yacht 442 (Nick Delaine, RPAYC)
3. *Bright Morning Star*, Peterson 51 (Randal Wilson, SASC) ■

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KEEP ON TRUCKING

THE MUMM 30 *TOW TRUCK* DIDN'T NEED A TOW TO KEEP PACE WITH BIGGER BOATS IN THE SYDNEY TO GOLD COAST RACE. BRETT FILBY REPORTS

THE LAST thing *Tow Truck*'s owner Anthony Paterson and I felt like doing after stepping off the flight from Hawaii straight from the Pacific Cup Race was to sail on another Mumm 30 in the Southport race.

In contrast to the warm trade-wind weather of the Pan Pacific Cup, in which we finished second in class in a Mumm 30, the forecast for the race north to Southport was for cold nights, and about 48 hours of light nor'easterly sea breezes by day and light land breezes at night.

It was a familiar forecast to this year's Mooloolaba race in March, the weather that should, sort of, suit us – apart from the cold. If the breeze didn't get above 10 knots we could hopefully keep in sight of the bigger boats. All that was left to do was arrange our now-standard sporting bet with our good friends on *Krakatoa*.

Race day came and we somehow squeezed seven crew with all the usual gear onboard. We exited the harbour just behind the main group of Sydney 38s and settled into light work in the northeast breeze towards Newcastle.

The morning sked found us a couple of miles in front of *Krakatoa*, putting a much-needed smile back on the faces of our crew after the disappointing morale-testing breakfast of two-minute noodles.

Just past Seal Rocks the sea breeze eventually settled into about



Skipper Anthony Paterson (left) and author Brett Filby
Photo – Peter Campbell

12 to 14 knots and we spent a damp and uncomfortable day tacking along the shore. These conditions are difficult for the Mumm 30 – the longer the breeze stays above 14 knots to windward the more distance we lost on the bigger boats, and the entire crew weight is needed on the rail!

The third day at sea was almost identical to the second, the only difference being that the big boats were further away and we moved on to a different flavour of two-minute noodles.

The Monday afternoon sked found *Wild Thing* (eventually disqualified) finishing first, ahead of *Grundig*, followed by *Line 7*, *Brindabella* and *Hollywood Boulevard*. Back down the NSW north coast, we took the inside passage through the Solitary Islands and decided to stay close to the coast,

with the fleet of Sydney 38s difficult to catch but still in sight.

These boats had a fantastic one-design race, with *London Tavern* and *Andrew Short Marine* leading. The rest were constantly in regatta-style closeness. It was an excellent display of how much fun a one-design fleet can have and looks to us to be the way offshore racing should develop.

We finished just after noon on Tuesday, still in sight of a closely finishing bunch containing *The Bigger Picture*, *The Bolter*, *Wadalli* and *Shipping Central*. The Southport Seaway seemed to offer the most challenging aspect of the race, apart from lack of sleep and poor food, with large, breaking seas requiring the rare use of storm boards.

Although we finished without a trophy in our IRC division, we were satisfied with our achievement. ■

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2 ELEGANT CRAFTSMANSHIP

More than anything else, boat building at Jeanneau is mainly by hand. While computers and modern production techniques help to produce the finished products overall success, Jeanneau uses only the artistry of the experienced craftsman.

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WILD OATS BECOMES TOP SEED

The Hahn Premium Race Week at Hamilton Island provided magnificent midwinter sailing in the Whitsunday Islands. Report by Ian Grant and Peter Campbell



THE NINETEENTH annual Race Week at Hamilton Island attracted 179 yachts from Australia, New Zealand, Hong Kong, Singapore and the Philippines. It included a strong IRC division, the biggest fleet yet of Sydney 38 One Designs, a new Premier Cruising Division, and saw the debut of two outstanding new boats, *Shockwave* and *Wild Oats*.

The sailing was brilliant in the warm, mostly 15 to 18-knot southeasterly trade winds. So too was the

post-race party atmosphere at Hamilton Island Resort and the Whitehaven Beach party.

Shockwave, Neville Crichton's maximum-rating 90-footer, and *Wild Oats*, Bob Oatley's radical 60-footer, dominated the Big Boat Division. As expected, *Shockwave* out-sailed the fleet to take line honours in each race, winning twice on corrected time as she powered away from the Big Boat fleet that included the *Australian Skandia Wild Thing* and *Brindabella*,

Line 7, and the huge *Kokomo*, Lang's Walker's Dubois-designed 135-footer.

With little time to tune the boat for racing, Crichton and his tactician/helmsman Michael Coxon began cautiously, but by the end of the week, her huge carbon-fibre 3DL working sails and spinnakers from Norths were powering her away from the fleet. The final Lindeman Island Race was *Shockwave's* best. She led by nine minutes at the turning mark and by 17 minutes at the finish to



take the double in near-record time.

It was *Wild Oats*, though that was the centre of attention. Like *Shockwave*, she is the creation of the US naval architects John Reichel and Jim Pugh, but she is a yacht the likes of which has never before been seen in Australian waters.

She has a canting keel, controlled hydraulically through 110 degrees and twin foil steering, fore and aft of the keel. Combined with the easily driven hull, *Wild Oats* produced remarkable acceleration with helmsman Mark Richards setting the pace in almost every race. She was almost as fast downwind as the maxis, and powered to windward flat and extraordinarily close to the wind as the crew adapted their skills with the revolutionary combination of foils.

Built by Azzura Yachts on the Queensland Gold Coast, *Wild Oats* is sensational. The normally modest Bob Oatley describes her as “a rocket ship”. Helmsman Mark Richards says she is “super fast”, and project manager Ian Smith claims the boat reached speeds above wind velocity.

Wild Oats left rival crews open-mouthed as she blasted away in the first race. *Shockwave* finally got the gun from Grant Wharington’s 84-footer *Australian Skandia Wild Thing*, with *Wild Oats* only one minute and 14 seconds astern over the 23-nautical mile South Molle/Daydream islands course.

Shockwave took the double in the 85-nautical mile Coral Sea Race, achieving record boat speed around the new course, but *Wild Oats* went

Some crew were catapulted overboard when *Aftershock* hit the bricks
Photo – Ian Mainsbridge

on to win five of the next seven races on corrected time. Besides *Wild Oats* and *Shockwave*, the only race winner on handicap was Warren Johns’ 50-footer *Heaven Can Wait*.

THE HISTORICAL QUEST

Sydney yachtsman Bob Steel made history at the 2002 Hahn Premium Race Week when he skippered his Nelson/Marek 46 *Quest* to a convincing win in the strongest IRC division to line up at Hamilton Island.

Steel is the first owner to achieve three championship victories in the 19-year history of Race Week, while *Quest* had by far the greatest winning points margin of the seven handicap divisions. She is the first boat to win under both IMS and IRC ratings at Race Week.

Quest has successfully made the transition from being a purpose-built IMS racer to a winner under IRC ratings. She is proof that revitalising older grand-prix offshore racing yachts can be a rewarding investment.

Launched in 1997 as *Young Australia* and purchased by Bob Steel in 1998, *Quest* has always been a good boat, finishing second overall in

the 1998 Kenwood Cup in Hawaii, the 1998 Telstra Cup and 2000 Sydney Hobart Yacht Race. In 2000, she won the Pittwater to Coffs Harbour Race and finished third in the IMS division at Race Week. In 2001, she was declared Race Week Winner, finishing first in the IMS division and concurrently run IMS Australian Championships.

Earlier this year, she won the Joico Regatta at Pittwater and the Sydney to Mooloolaba Race with the new non-overlapping rig, both under an IMS rating.

Steel would be the first to agree that behind *Quest*’s successes is a long-term team of outstanding sailors and advisors. The input from tactician Ron Jacobs, principal helmsman Mike Green and mainsail trimmer and sail designer Brad Stephens convinced Steel to undertake a major optimising for 2002.

Brad Stephens, Doyle Fraser’s design director, was in the key role of mainsail trimmer on the 46-footer in the tricky conditions. This was a significant factor in the most convincing win in Race Week’s history. Also key was having Michael



The new *Shockwave* powers to windward at Hamilton Island
 Photo – Ian Mainsbridge

Green, the sailmaker's production manager, on the wheel.

While this was Steel's third championship win at Race Week (his first was with his original *Quest*) it was a remarkable seventh for tactician and optimising expert Ron Jacobs.

MAGIC CARPET RIDE

This year, the IMS division, once the premier rating class of Hamilton Island Race Week, attracted only eight entries out of the 179 boats competing in Race Week. Nevertheless, it was a closely fought division. Only four points separated the top three placegetters at the end of the series.

In an upset win, Roy Ditmarsh's Pacific 50 *Magic Carpet* won her third race on corrected time in the final Lindeman Island Race. She clinched victory from the much travelled and successful Beneteau 40.7 *P&O Nedlloyd Shipping Central*, skippered by Michael Spies.

NOT SO BASHFUL

Former CYCA Commodore Hugo van Kretschmar relied heavily on the tactical strategy of 18-footer skiff sailor John Winning to pilot *Bashful* to a commanding 15-point win in the Sydney 38 class.

Winning, sailing in his first Race Week, matched his more senior tactical rivals to allow his skipper to concentrate on sailing for speed in the hotly contested one-design division.

Apart from an OCS (premature start) in the first of the nine races, *Bashful* out-sailed the fleet with superior boat speed and clever race strategy, winning four races, including the 85-nautical mile Coral Sea race and placing second in two others.

PREMIER CRUISING RACE

Two glamorous sloops, the Frers-designed Swan 80 *Maligaya*, skippered by Andrew Soriano from the Philippines, and Stan Edwards' Frers 61 *Margaret Rintoul V*, from Sydney, staged their own private match race for the Premier Cruising Class.

Maligaya and *Margaret Rintoul V* demonstrated that Race Week's new Premier Cruising is a great spectacle, drawing together a group of yachties who love sailing classic yachts.

Famed big-boat sailor Graeme 'Frizzle' Freeman shared his deck on *Margaret Rintoul V* with Peter 'Gardo' Gardner and 'Davo', the former Australian Finn-class Olympian Geoff Davidson. There was a list of who's who manning the important deck

stations on the magnificent *Maligaya*, including Graham 'Scooter' Eaton.

BUILDER'S REWARD IN PHD

John McConaghy, builder of the super-maxi *Shockwave*, claimed a reward when he steered *Second Time Around* to a close win in the Performance Handicap Division.

While *Shockwave* left her white-water wake in the Big Boat Division, McConaghy was helming his personally designed cruiser/racer in the tightly competitive PHD. *Second Time Around* won only one of the nine races at Hamilton Island, but skipper McConaghy and his crew gained a one-point win by finishing all races in the top ten on corrected time.

CRUISING CLASS TO GECKO

Royal Queensland Yacht Squadron owner/skipper Trevor Bailey and his crew celebrated a week of sailing in the warm Whitsunday winter sun by winning the cruising class with *Gecko*.

Gecko, a Northshore 370, justified her place in the sun when skipper Bailey and crew piloted her through a maze of sails and a huge tally of tacks to record the title-winning score in a huge fleet of 83 boats. ■

See page 42 for race results.

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Wild Oats



Shockwave



Quest



Bashful



AMI Jade



Aspect

BIG BOAT RESULTS:

1. <i>Wild Oats</i> , Reichel/Pugh 60 (Bob Oatley, NSW)	1-2-1-1-1-1-4-1-4	794 pts
2. <i>Shockwave</i> , Reichel/Pugh 90 (Neville Crichton, NZL)	2-1-3-4-2-2-3-3-1	784 pts
3. <i>Heaven Can Wait</i> , Welbourne 50 (Warren Johns, NSW)	3-3-2-5-3-6-1-4-2	778 pts
4. <i>Aftershock</i> , Davidson 60 (Colin O'Neill, NSW)	5-4-3-2-4-3-5-6-3	771 pts
5. <i>Starlight Express</i> , Davidson 55 (Stewart Thwaites, NZL)	6-6-4-3-5-7-2-7-5	762 pts
6. <i>Brindabella</i> , Jutson 80 (George Snow, NSW)	4-5-6-6-6-4-6-2-6	761 pts

IRC RESULTS:

1. <i>Quest</i> , Nelson/Marek 46 (Bob Steel, NSW)	4-6-1-1-1-1-1-4-1	792 pts
2. <i>Ticket of Leave</i> , Beneteau 40.7 (Kevin Wood, Vic)	5-4-4-15-6-2-16-10-4	750 pts
3. <i>Peugeot Racing</i> , Beneteau 36.7 (Peter Whitford/Neville Wittey)	3-1-6-11-14-19-25-1-3	744 pts
4. <i>Shining Sea</i> , Sydney 38 (David Nathan, NZL)	2-9-13-12-11-3-15-6-5	739 pts
5. <i>P&O Nedlloyd Shipping Central</i> , Beneteau 40.7 (David Beak/Michael Spies, NSW)	21-3-12-10-12-10-6-3-6	738 pts
6. <i>Hollywood Boulevard</i> , Farr 52 OD (Ray Roberts, NSW)	28-21-5-3-2-8-8-9-11	733 pts

IMS RESULTS:

1. <i>Magic Carpet</i> , Pacific 50 (Roy Ditmarsch, NSW)	1-2-4-1-2-2-1-2-3	789 pts
2. <i>P&O Nedlloyd Shipping Central</i> , Beneteau 40.7 (D Beak/Michael Spies, NSW)	5-1-2-3-3-4-2-1-1	786 pts
3. <i>Sting</i> , Farr 49 (Terry Mullens, NSW)	2-6-1-2-1-3-3-3-2	785 pts
4. <i>Zoe</i> , BH41 (Wayne Millar, Qld)	3-4-3-4-4-1-4-7-5	773 pts
5. <i>Honeysuckle</i> , Beneteau 40.7 (Ray Harris, NSW)	4-3-8-6-7-5-6-4-4	761 pts
6. <i>Occasional Coarse Language</i> , Cookson 12 (Warwick Sherman, NSW)	8-7-7-6-6-5-6	751 pts

SYDNEY 38 OD RESULTS:

1. <i>Bashful</i> (Hugo van Kretschmar/David Fuller, NSW)	OCS-2-1-1-2-1-1-5-3	778 pts
2. <i>Another Challenge</i> (Lou Abrahams, Vic)	8-4-3-2-3-5-2-3-5	773 pts
3. <i>London Tavern</i> (Justin Lambeth, NSW)	9-8-2-3-7-3-12-1-4	764 pts
4. <i>AMI Jade</i> (Peter McNamara, NSW)	3-3-10-9-6-2-6-7-1	764 pts
5. <i>Rush</i> (Burns/Ellis/Williams, NSW)	1-11-12-7-5-8-3-4-7	755 pts
6. <i>Asylum</i> (Wayne Kirkpatrick, Qld)	7-1-5-6-4-10-4-11-9	755 pts

PREMIER CRUISING RESULTS:

1. <i>Maligaya</i> , Swan 80 (Andres Soriano, Manila)	2-1-2-1-1-5	496 pts
2. <i>Margaret Rintoul V</i> , Frers 61 (Stan Edwards, NSW)	1-2-1-3-5-1	495 pts
3. <i>Savoir-Faire</i> , Beneteau 47.7 (Malcolm Roe, NSW)	3-6-3-2-2-2	488 pts
4. <i>Leda</i> , Swan 48 (T McGrath/ G Gowing, SA)	6-8-5-7-2-4-3	475 pts
5. <i>Moonblue 2</i> , Warwick 4 (Peter Churchouse, Hong Kong)	5-3-6-5-9-6-4	475 pts
6. <i>Eureka 11</i> , Sydney 60 (Bob Robertson, Qld)	4-4-8-4-15-9	471 pts

PHD RESULTS:

1. <i>Second Time Around</i> , McConaghy 14.4 (John McConaghy, NSW)	8-7-5-1-6-5-7-10	752 pts
2. <i>Edwin K</i> , Jeanneau S/F 40 (Robert Gardner, NSW)	2-3-13-6-16-2-13-3	751 pts
3. <i>Kerinda</i> , Lidgard 35 (Len Payne, NSW)	4-4-9-9-8-13-4-5	751 pts
4. <i>Cosmic Cruz</i> , Beale 12.8 (Evan Innes-Jones, NZL)	6-8-8-4-4-8-3-11	750 pts
5. <i>Kick</i> , Elliott 10.5 mod (Ian Harvey, NZL)	7-9-7-12-7-3-8-8	749 pts
6. <i>Aspect</i> , Lyons 16.4 (David Pescud, NSW)	11-14-3-5-1-1-2-19	746 pts

CRUISING CLASS RESULTS:

1. <i>Gecko</i> , Northshore 370 (Trevor Bailey, Qld)	11-3-9-3-6-2	477 pts
2. <i>Magnolia</i> , Camper & Nicholson 60 (Peter Higgins, NSW)	1-14-1-10-30-3	473 pts
3. <i>What A Relief</i> , Beneteau 411 (Tim Lewis, Vic)	2-1-21-12-10-4	472 pts
4. <i>Struen Marie</i> , Clarke 10.6 (Kenneth Pryor, NSW)	17-2-6-8-7-5	472 pts
5. <i>Risqué</i> , Beneteau 390 (Joanne Hughes, NSW)	5-6-4-47-13-6	466 pts
6. <i>Four Bells</i> , Bavaria 42 (David Bell, NSW)	6-16-5-15-9-1	465 pts

Regatta 2003

...the odyssey returns to Broken Bay



Australian Super 30 Championship



NSW JOG Championship

Broken Bay, 12th - 15th February 2003.

- Wednesday 12th - Bird Island Race
- Thursday 13th - Offshore windward/leeward
- Friday 14th - Short Ocean Race
- Saturday 15th - Inshore windward/leeward
- Saturday 15th - Presentation Dinner (RPAYC)

Regatta 2003 is organised and hosted by The Royal Prince Alfred Yacht Club on behalf of JOGNSW. Entries are invited from yachts holding a current JOG Certificate and a Category 4 Safety Compliance Certificate.

Following each day's racing, the Alfred's Hayards Bistro will offer a calm and rejuvenating location in which to unwind and relive the day's action. A spectator vessel will follow Saturday's racing. The Presentation Dinner will feature a superb buffet, live music and dancing. Accommodation packages at special rates are available for competitors.

For more information contact JOGNSW email r2003@raceaboat.com
phone 02 9402 6619 or visit the Regatta website at www.raceaboat.com

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JOGS BACK TO BROKEN BAY

A change of regatta venue is expected to boost JOG racing in New South Wales, reports Ron Farley



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HENRI LLOYD

The choice of sailing legends

JOG NSW has teamed up with the Royal Prince Alfred Yacht Club to relocate the 2003 JOG/Super 30 Regatta from Port Stephens to Broken Bay. The new format means that the regatta will be a Safety Cat 4 event, making it an attractive proposition for many of the smaller yachts racing in the Sydney area.

The event, to be known as Regatta 2003, is planned to run from 12 to 15 February 2003. Regatta 2003 will decide the 2003 Australian Super 30 Championship and the 2003 NSW JOG Championship. There will be four days of racing – two short ocean races and two days of windward/leeward racing.



"I am very excited about this event. The racing at Port Stephens has always been very close, but the Broken Bay venue opens up the event to many more yachts," says current Australian Super 30 Champion Martin Hill.

Competing yachts will be based at RPAYC and social activities are planned at the club after each day's racing. The party atmosphere will culminate in the presentation dinner to be held on the final evening of the regatta.

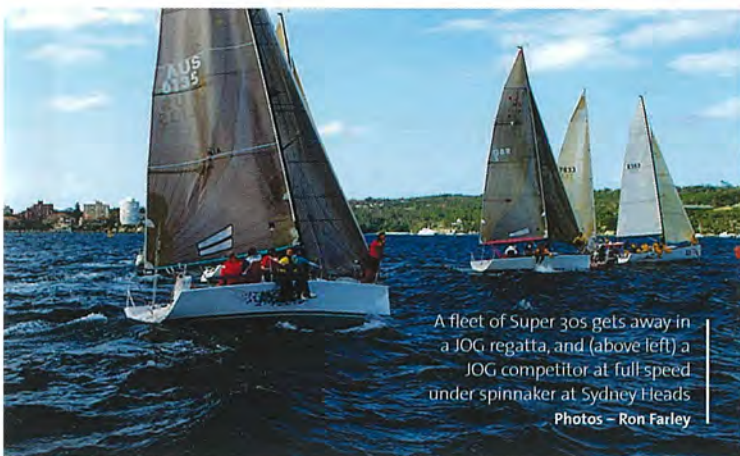
Yachts competing in Regatta 2003 will be handicapped according to their JOGA (Junior Offshore Group Australia) rating. The JOGA Rule is used to handicap yachts up to 9.7m (31'9") in length overall.

JOG racing originated in the UK in 1950, and Australian fleets developed soon after. The racing is extremely friendly, and new entrants to the sport are encouraged with hospitality and advice.

Super 30 is a division within JOG, providing a rating where the performance 30-footers, such as the Bull 9000s, Mumm 30s and yachts built to the Mount Gay 30 rule, can race using their masthead spinnakers.

The JOG division suits production yachts up to the 9.7m size limit. Young 88 and Holland 30 designs are very popular in the fleet. There are also a number of purpose-designed JOG yachts racing in NSW, including the David Lyons-designed *Max*, *Possum Express* and *Critical Path*, and the Laurie Davidson-designed *Gingerbread Man*. Yachts such as the Cape 31 and Robinson 950 fit equally well into either division.

The new Sydney 32 is expected to rate competitively under the JOGA rule, with at least one of the new owners indicating an intention of entering his yacht in Regatta 2003. ■



A fleet of Super 30s gets away in a JOG regatta, and (above left) a JOG competitor at full-speed under spinnaker at Sydney Heads
Photos - Ron Farley

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ABRAHAMS WINS AT 75

Veteran Victorian offshore racing yachtsman Lou Abrahams won his second successive Australian championship in the highly competitive Sydney 38 One Design class. Ian Grant reports



Champion Lou Abrahams and his crew at Airlie Beach
Photo – Ian Mainsbridge

LOU ABRAHAMS, a veteran of 39 Sydney to Hobart Yacht Races and a two-time winner of the bluewater classic, celebrated his 75th birthday at Airlie Beach in north Queensland by winning the opening race of the 2002 national championship in the Sydney 38 One Design class.

He skippered *Another Challenge* to a 10-second win, giving him a one-point margin over the fleet of 21 boats. This was the same narrow points margin by which he won his second successive Sydney 38 title on Pioneer Bay.

The veteran yachtsman from Melbourne's Sandringham Yacht Club attributed victory to a combination of crew skills and a high number of clear-wind starts.

The southeast trade wind gusted in to provide ideal conditions for the opening race in a serious game of 'aquatic chess', where all

crews were equal until they committed the first error in tactics or technique.

The champion Victorian crew, who rarely race one designs in big fleets, were on top of the game when young helmsman Carl Schmidt, guided by the master, won the hard-fought first heat.

Five boats – *Another Challenge*, *Andrew Short Marine*, *Rush*, *London Tavern* and *AMI Jade* – staged a gripping match race to finish just 23 seconds apart, with a narrow

margin of 18 seconds separating the top four.

The close opening race set the scene for the next six heats, in which *Rush* was the only boat to win two heats. *Another Challenge*, *AMI Jade*, *Andrew Short Marine* and Wayne Kirkpatrick's *Asylum* won one each.

As expected, the fight to maintain clear space and clean air was intense. In the final race, *AMI Jade* and *Another Challenge* match raced around the course in a duel to decide the champion. *Another Challenge* touched the transom of *AMI Jade*, committing itself to a penalty pirouette. But the Victoria crew had the points on the board, and recovered to finish fourth and win the championship.

AMI Jade was well sailed by the Middle Harbour Yacht Club crew, led by Ron Jacobs, Greg Hyde and skipper Peter McNamara, though they never looked like producing the performance needed to finish in the top two and win the series.

In the final score, *Another Challenge* had placings of 1-2-6-2-2-4 to win the title by one point from *AMI Jade* (5-1-2-3-2-5). *Rush* was three points behind with 3-8-1-6-1-2.

FINAL PLACINGS:

1. *Another Challenge* (Lou Abrahams, Sandringham Yacht Club) 17pts
2. *AMI Jade* (Peter McNamara, Middle Harbour Yacht Club) 18pts
3. *Rush* (Cameron Miles, Royal Prince Alfred Yacht Club) 21pts
4. *Andrew Short Marine* (Andrew Short, Cruising Yacht Club of Australia) 22.5pts
5. *London Tavern* (Justin Lambeth, RPAYC) 24pts
6. *Asylum* (Wayne Kirkpatrick, Hamilton Island Yacht Club) 30pts
7. *Bashful* (Hugo van Kretschmar/David Fuller, CYCA) 44pts
8. *Clockwork Orange* 44pts



BOSS HOG

MEANWHILE, HOG'S BREATH RACE WEEK PRODUCED VERY INTERESTING RESULTS

Bob Robertson's modified Sydney 60 *Eureka II*.

Aftershock, from the Royal Prince Alfred Yacht Club, went on to dominate the IRC results with outstanding boatspeed through the complete range of winds, winning class line honours and the IRC class on corrected time with a 1-4-1-1-1 score.

Owner O'Neil praised the efforts of his crew, particularly the downwind steering skills of Steve McConaghy, after the team won the series from Sandringham Yacht Club Commodore Kevin Wood's Beneteau 40.7 *Ticket of Leave*. Third place went to *Hollywood Boulevard*, Ray Robert's Farr 52 One Design. Lang Walker's Farr 40 OD *Kokomo* came in fourth.

The only other boat to win a race on corrected time was the little Blazer 23 *Sensation*, skippered by James Ingle from Mackay, placing fifth overall.

Line 7 took line honours in the second last race, with a spectacular display of power sailing in winds that peaked at 27 knots in the open water near Double Cone. Pushing the Volvo 60 to the limit and reaching 17 knots on the log, Treleven saw his largest spinnaker reduced to tatters when it exploded under the load of the wind, but held on to end *Aftershock's* speed dominance. ■

THE 2002 Hog's Breath Race Week attracted its best fleet of IRC-rated boats, plus the regular line-up of multi-hulls and cruising boats.

Fresh tradewinds chopped up a seaway on Pioneer Bay on most days, providing some spectacular sailing rides. The opening race not only produced course records but some uncontrolled wipe-out broaches as the wind gusted in at more than 32 knots.

Colin O'Neil's Davidson 60 *Aftershock* set the pattern for Race Week with a spectacular record-breaking win from Ian Treleven's Volvo 60 *Line 7* in the Double Cone Armit 25-miler. *Aftershock* also won in the IRC division on corrected time from Ray Robert's Farr 52 One Design *Hollywood Boulevard* and



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Andrew Short, marine industry leader and successful sailor

POWERING TO SUCCESS

More than two decades ago, a yacht named *Mary Blair* sailed into Port Hacking, with owner/skipper Fred Short, his wife and four young sons on board. As Peter Campbell reports, it was an unusual way for the family to relocate from Melbourne to Sydney

ANDREW SHORT is a highly successful marine industry retailer and yachtsman, who has recently moved into the Sydney 38 one-design class. I remember meeting his family not long after they settled in the Port Hacking area back in 1978.

His father Fred was Commodore of the Ocean Racing Club of Victoria and a boat-builder with Savage Yachts at Williamstown. He sailed *Mary Blair* in three Melbourne to Hobart Races. Fred decided to move to Sydney and set up his own boat-building business there. The most effective way to relocate the boat and the family was to sail up in *Mary Blair*, an aluminium-hulled 42-footer designed by Warwick Hood.

All of Fred's four sons – Matthew, Ian, Andrew and Jonathan – are sailors, with Andrew and Ian the most active. Like their father, they now make a living out of the sport. Ian is a sailmaker and Andrew has a retail boat business. Andrew is the helmsman and Ian is the sailing master and, of course, makes the sails for the boats they have successfully campaigned.

Andrew Short Marine, located at Taren Point, with a marina and slipway at Yowie Bay, is Australia's largest Mercury Marine dealership, selling a range of big brand-name boats, including luxury SeaRay cruisers. Then there's the Seafarer, Black Watch, Steber and

Haines Hunter boats, and the aluminium boats – Brooker, Horizon, Bermuda, Trailcraft and Savage. The Taren Point centre is one of Australia's largest undercover boating displays, with 30 people on the staff providing sales and service.

Andrew and Ian's initial success came in J24s. They won three Australian and three NSW championships. Then they became involved in bigger boats, the 'pocket maxis' such as downwind flyer *Bobsled*, owned by Geoff Bush and Nick Feros. They had considerable offshore racing success with *Bobsled*, taking line honours in the Sydney to Southport, Sydney to Mooloolaba and Brisbane to Gladstone races. "We had some great sailing with *Bobsled*, including one race where we beat *Future Shock* by one and a half minutes," Andrew recalls.

In 1992, Andrew bought *Innkeeper*, which David Adams sailed to victory in the BOC solo round-the-world race. Later, the 60-footer twice won line honours in the Pittwater to Coffs Harbour Race and twice in the Brisbane to Gladstone Race.

"After selling *Innkeeper* we started sailing with Peter Walker on *Amazon* – she was a great boat until she was destroyed by fire," says Andrew. "We sailed a couple of seasons in Magic 25s, but we like offshore sailing, so I decided to buy a Sydney 38 one design.



The Sydney 38, *Andrew Short Marine*
Photo – Ace Marine Photography

“I’ve been used to getting line honours and you get that chance in one-design racing – at an affordable cost.”

Andrew, a veteran of 10 Sydney Hobart Races, the last on *Nokia* in 1998, bought his Sydney 38, now called *Andrew Short Marine*, from Club Marine Insurance last Christmas. The boat was damaged when the mast made contact with overhead powerlines in McCarrs Creek off Pittwater, sending 7,000 volts through it. Andrew could not race her offshore immediately because Sydney Yachts had withdrawn the ABS certificate until core tests of the hull proved there was no damage.

“We did some winter racing with the CYCA, but then got the clearance to race to Southport. That was fantastic racing between 13 Sydney 38s, there was never a time when we did not have other class boats within sight,” Andrew says.

“We won the final race in the Nationals at Airlie Beach and finished just 1.5 points out of third place overall and only 5.5 points off first place overall.”

Andrew Short likes to be a leader in yacht racing and is certainly a leader in the marine business. Andrew Short Marine celebrates 20 years of business in October this year. ■

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AT SEA THIS SUMMER

Australian yacht owners and their crews have a great selection of offshore yachting events this summer in New South Wales, Victorian, Tasmanian and South Australian waters



OFFICIALLY, THE Sydney to Gold Coast Race in late July opened the 2002-2003 ocean-racing season. That race north was followed by the huge Hog's Breath and Hahn Premium Race Weeks in the Whitsunday Islands of Far North Queensland. But that was winter.

The summer season of offshore racing starts in Brisbane in September, mid October in Sydney, Melbourne and Adelaide, and a little later in Tasmania. It includes some highly competitive regattas, traditional long races and some innovative new events.

Apart from the Rolex Sydney Hobart Yacht Race, the traditional long ocean races on the programme include the Gosford to Lord Howe, Pittwater to Coffs Harbour, Melbourne to Hobart and Adelaide to Port Lincoln Race. Then it's back to Queensland in the autumn with the Sydney to Mooloolaba and Brisbane to Gladstone races.

GOSFORD TO LORD HOWE ISLAND

Caprice of Huon was one of Australia's most famous ocean-racing yachts in the 1960s and 1970s. She is making a comeback to bluewater sailing in this year's 29th annual Gosford to Lord Howe Island Race, which starts from Broken Bay on Saturday 26 October.

Now owned by David Champtaloup, the graceful Robert Clark-designed yacht was built in Tasmania from Huon pine in 1944. She is most famous for representing Australia in the first two challenges for the Admiral's Cup and for finishing a close second in the 1972 Sydney Hobart Yacht Race.

This year's race to Lord Howe Island was in doubt because of liability insurance and a reduction in mooring in the World Heritage-listed coral lagoon. But a Gosford Sailing Club committee under race director Alan Fenwick have overcome this.

The fleet will still be limited, but Fenwick is confident the club will be able to accept up to 23 boats. These should include Ian Treleaven's *Line 7* (the line-honours winner last year) and Queenslander Bob Robertson's *Eureka*, both 60-footers, as well as Michael Cranitch's 66-footer *Broomstick*.

JPMORGAN REGATTA

Middle Harbour Yacht Club is anticipating a significant increase in the number of yachts entering the IRC category in the JPMorgan Short Ocean Racing Championship, which the club will host over the weekend of 30 November to 1 December. In fact, the club might look at splitting IRC into two divisions.

In a move to increase spectator interest in the popular regatta, the club will run two courses, one for Sydney 38 and Farr 40 one-design classes, the other for IMS, IRC,



PHS and JOG-rated classes. The fleets will sail inshore one day and offshore the next.

The regatta will be an important try-out for IMS and IRC boats preparing for the Rolex Sydney Hobart Yacht Race. It will also provide a great boat-for-boat race in the Sydney 38s and Farr 40s.

CYCA OFFSHORE PROGRAMME

The Cruising Yacht Club Australia's prestigious Blue Water Pointscore and Long Ocean Pointscore programme for 2002 to 2003 includes several changes. The Cabbage Tree Island Race starting on 18 October is one event that will be affected.

The race is usually a 180-nautical mile event from Sydney to Cabbage Tree Island, north of Port Stephens, and return. But this year

the course will be north from Sydney to Cabbage Tree Island, south to Bird Island and then back north to finish at Newcastle. The event, the 40th Halvorsen Brothers Trophy race and the 30th Woollahra Cup, will start early on the evening of 18 October.

The following morning, the club's ocean pointscore fleet will race directly from Sydney to Newcastle.

The summer ocean-racing season opens with the 35th Rubber Kellaway Plate Short Ocean Pointscore race on Saturday 12

October. The CYCA, Middle Harbour Yacht Club and the Royal Sydney Yacht Squadron will continue their close co-operation in conducting the events through the summer.

BRITISH TROPHY DATES CHANGED

The British Trophy Regatta, the CYCA's prestigious stand-alone event in December, has been moved to be closer to the Rolex Sydney Hobart Yacht Race and will be sailed from 18 to 21 December.

Seven races are scheduled for courses on the harbour and off the heads for IMS and IRC-rated boats, plus Sydney 38, Farr 40 and Mumm 30 one-design classes.

CANON BIG BOAT CHALLENGE

The Canon Big Boat Challenge will be sailed on Friday 13 December over the usual Sydney Harbour

course, providing the magnificent spectacle of seeing most of the line-honours contenders for the Rolex Sydney Hobart Race racing around harbour marks.

This year could see as many as 15 boats, ranging from 60 to 90-footers, being invited by the CYCA to take part in what has become one of the classic events of yachting on the harbour.

Among them will be Sydney Hobart line-honours contenders *Shockwave*, *Australian Skandia Wild Thing*, *Brindabella*, *Grundig*, *Broomstick* and *Nicorette*, with at least three Volvo 60s, *Line 7* and the two recently imported V60s used as training boats by the illbruck Challenge. Also competing are *Infinity III*, *Aspect*, *Eureka III*, the new *Wild Oats* and the former America's Cup challenger *Spirit*.

SAILING SOUTH RACE WEEK

Ed Psaltis, skipper of the winning yacht in the storm-battered 1998 Sydney Hobart Yacht Race, will officially launch the 2003 Sailing South Race Week at the Royal Yacht Club of Tasmania on Friday 15 November, the morning before the start of this year's 90-nautical mile Maria Island Race

Psaltis, his co-owner Bob Thomas and their crew sailed the little Hick 35 *AFR Midnight Rambler* through the storm to take first place in the IMS category and win the Tattersalls Cup. Their seamanship was recognised later when Psaltis and Thomas were named the Ocean Racers of the Year for 1998-99.



Ed and Bob have entered their new *AFR Midnight Rambler*, a Northshore 369 designed by Scott Jutson, for the 2003 Sailing South Race Week, following the Rolex Sydney Hobart Yacht Race. Meanwhile, the RYCT logged 50 entries or expressions of interest from New South Wales and Tasmanian yachtsmen following the outstanding success of the inaugural Sailing South Race Week in January this year.

Race Week 2003 will start on 3 January and continue to 7 January. RYCT general manager Michael Wearne is confident of a fleet of more than 60 yachts with the addition of a division for cruising yachts. There will be seven races for the IMS, IRC, PHS and sports boats and five for the new cruising division.

The Bruny Island Race has been dropped from the format, with all races staying on the Derwent River or in Storm Bay.

INAUGURAL BASS STRAIT DASH

Bass Strait, infamous worldwide as a stretch of water that symbolises grit and determination, now offers the ultimate trophy for true adventurers.

In the week of 7 to 15 January 2003, a fleet of high-performance yachts will attempt to break the Bass Strait record and be crowned 'King of Bass Strait'. A golden crown and sceptre trophy with a cash prize will be presented to the successful yacht at the week's end.

Conducted by the Royal Yacht Club of Victoria in association with the Mersey Yacht Club, the dash will see yachts gather at Devonport on Tasmania's north coast, for the start of the 225-nautical mile Bass Strait crossing. They will finish at Station Pier, Port Melbourne.

Rather than the usual race, with all yachts starting at the same time, organisers have allowed a one-week starting window for crews to pick the ideal weather and conditions to suit their boat. With teams on standby, anticipation will be high – and when the big winds come through, they will sprint across the Strait to Melbourne.

The record for the Bass Strait crossing is 19 hours, 32 minutes and 58 seconds, which was set by Melbourne yachtsman Jo Westerlo aboard his Elliot 50 *Prowler*, during the Melbourne to Devonport race. This time is bound to be broken given the right conditions, the right crew and a super-fast yacht!

AYF OFFSHORE CHAMPIONSHIPS

The Bass Strait Dash is part of the build-up to the Australian Yachting Federation's Australian Offshore Keelboat Championship, which the Royal Yacht Club of Victoria will host from 18 to 23 January 2003.

The Championship, for boats sailing under IMS, IRC and ARC



ratings, will comprise a mixture of around-the-buoy races, and an around-the-bay passage race.

Victoria's oldest regatta, the ever-popular Bundaberg Festival of Sail, will be held immediately after the Bass Strait Dash. The festival is hosted by the Royal Geelong Yacht Club over the Australia Day weekend.

PITTWATER TO COFFS HARBOUR

The Royal Prince Alfred Yacht Club has announced major changes for its annual Strathfield Pittwater and Coffs Harbour Offshore Series. The club is increasing the series to seven races including the passage race from Pittwater to Coffs Harbour, which will start on Thursday 2 January 2003.

A performance cruising division has been added to the event, with a five-race series.

The racing division yachts will now sail four lead-up races on Saturday 28 and Sunday 29 December, while the performance cruising division will sail two lead-up races on those days. Two more races are scheduled off Coffs Harbour following the passage race north. ■

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RACETALK

The second part of Rob Brown's article on how careful onboard communications improves a boat's performance



It is important for the tactician to explain his or her strategy for the next period of the race – be decisive in your calls

Photo – RolexPress

IN MY first article in *Offshore Yachting* we discussed how, more often than not, there is so much chatter on a racing boat that manoeuvres break down. However, it is essential that key members of the crew keep the tactician and helmsmen informed of significant changes in wind and wave patterns and rival boat positions.

We know that excessive chatter on a racing boat can affect the boat's performance. But tactical, target speed and trimming information needs to be relayed.

RELAYING TACTICS

How much tactical information should be relayed back to the rest of the crew is a personal matter. I tend to keep as quiet a boat as possible and rely on everyone doing his or her job, feeding relevant information back to the decision-maker.

The only time tactics should be up for general crew discussion is when the tactical situation is unclear and the decision-maker requests an opinion.

You don't want to call a meeting on whether to go right or left, but asking key crew members who have been analysing the situation is okay. Input is received back from these people only, and a decision can then be made. Rightly or wrongly, you live by that decision. If you make a bad decision, move on.

It is important for a tactician to explain his or her strategy for the next period of the race. This can be general or quite explicit, depending on the importance of the situation. Translating a strategy into words is sometimes difficult. What you were thinking one minute ago could be hugely affected by nature or the actions of fellow competitors.

So it is therefore important to stay flexible. It is critical as a tactician to try to forecast 30 seconds to a few minutes ahead. Anticipate what is likely to develop. By doing this you are preparing yourself and your crew to effectively take advantage of the situation or avoid possible situations occurring.

I like to involve one other key person onboard who can act as a back-up or processor of information to assist in tactical decision-making. A tactician has a lot on, and he or she cannot have every base covered. If you have other people onboard who can provide good back up, use them.

As far as actual communication from the tactician is concerned, it is important to pass on the strategy and be decisive in your calls. Nothing is more annoying than indecision. One typical situation always testing crews is which headsail to use for the next beat and on which gybe the boat will be on the final approach to the bottom mark. Nothing frustrates foredeck hands more than setting up one way and having the manoeuvre change.

As a tactician, think about what sails you will be using on the next beat. This question should be asked once you have settled down into the run and tactical strategies are in place. Make early calls, or if unsure, be in a position to make a quick choice later.

When you are approaching marks, think ahead and position yourself for the best tactical rounding, such as inside running at the bottom mark. Let your foredeck crew know what you hope to achieve so they can work around a changing situation, at least eliminating a few options. Get the headsail on the right side, and be ready to get rid of the pole early if a late gybe is called in the approach to the mark. Float the spinnaker off, after the headsail has been hoisted. As long as your foredeck knows what you are trying to achieve, they can work around that.

TARGET SPEED AND TRIMMING

This area of communication needs time to get under control, and is only effective if the information is accurate and carried out in an ordered fashion.

If you have the luxury of a yacht designer who provides target speed and angle information, paralleled with accurate calibrated instrumentation onboard, you are half-way there. The next issue is when and how to use that information.

UPWIND: What we are trying to achieve is to sail in a way that gets the yacht to its destination in the quickest time. For any given wind speed and sea condition there is an optimum angle to sail to the true wind direction, namely target true wind angle (TWA). Associated with this angle is a corresponding target speed. The trimmers and

tactician access these targets off a chart predominantly displayed in the cockpit.

After the tactical situation has been considered, we have to pick that speed and corresponding TWA and try to keep the yacht trucking along in that mode. The way in which the communication should be carried out between trimmer and helmsman should go something like this: "Target is 7.2 knots at 42 TWA."

The trimmers have to be mindful that their trim will make it easy or difficult for the helmsman. Trim the sails to eliminate excessive or continual movements of the helm.

As the speed increases, the TWA usually gets wider or the number is greater. This means the yacht is sailing lower and wasting valuable height for a small increase in speed. The trimmer would then call: "Winding on a little main to get you back up there." The helmsman would steer up ever so slightly, using the increased trim to force the yacht to sail higher.

If you over-trim, the speed drop will overshoot the target speed, so anticipate the rate of change and try to get the yacht's speed and TWA to bottom out at the desired target numbers.

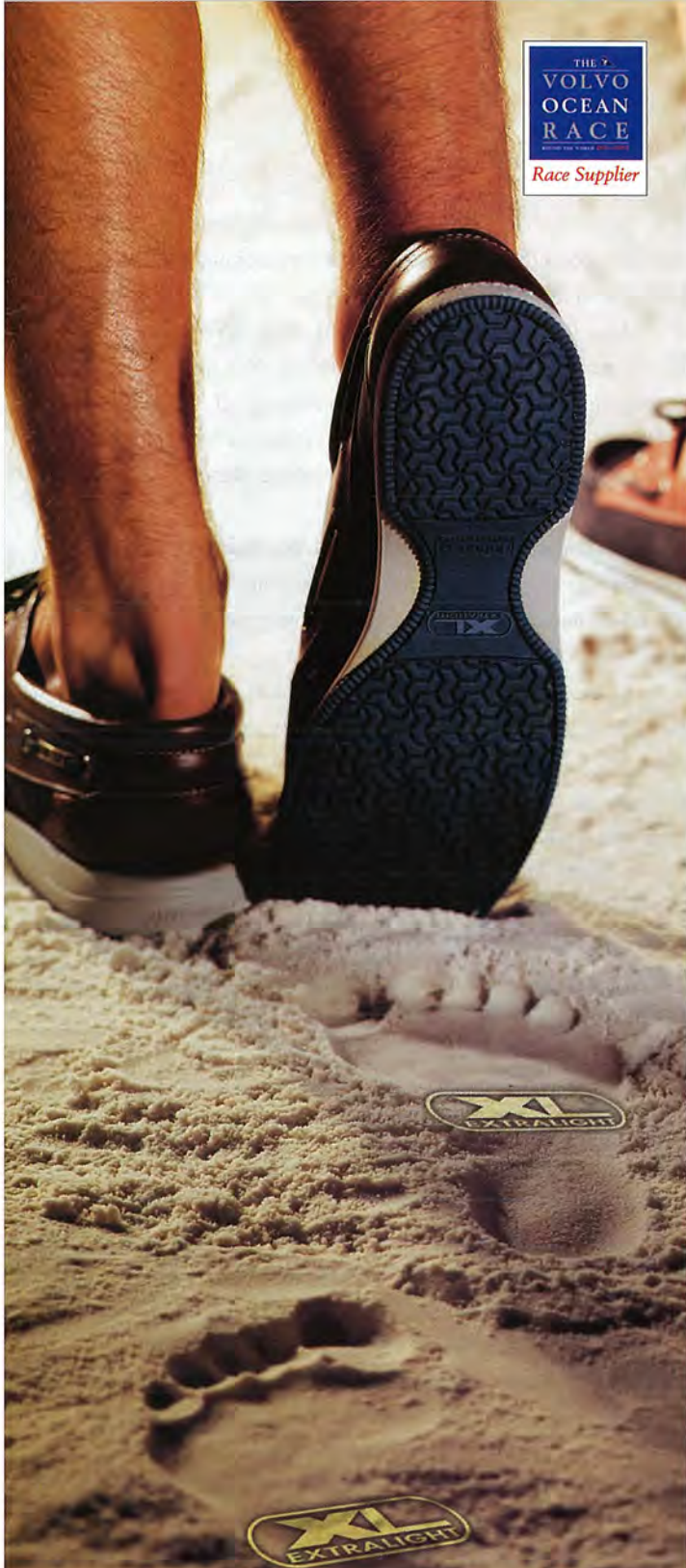
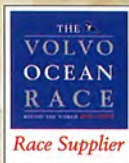
The tactician may have a situation where he or she wants to sail faster than the target, such as trying to roll over some other yacht or sail higher to squeeze off an opponent. This requires an alteration to the target numbers for that period of the manoeuvre. For example: "Okay, we want squeeze off this guy who has just tacked under our lee bow. Lets sail 0.2 slower than target speed."

The trimmers would make necessary alterations to the trim, sheeting on, coming inboard on the jib inhaul, up traveller, and the helmsman would steer up ever so slightly. Focus on boat speed is critical here, because you don't want to kill off too much speed. In this case the call would be: "Speed is dropping, 7.1, 7.0, 6.9, okay, easing a little main, steer down in the groove; ease a little headsail to match. Speed rising 7.0, 7.1."

Analyse the tactical situation – if you are sailing on the hip of the opponent and want to keep it that way, make small speed/height adjustments.

Practicing the three modes of upwind sailing will improve your ability to handle boat-on-boat encounters.

The other communication that would be occurring in this situation is the boat relatives. The tactician or a



tread lightly

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trimmer would generally carry this out. Basically it involves calling the relative speed and height between two yachts that are sailing in the same direction and are close. The best way to call boat relatives is to always refer to the boat you are sailing on. For example: "We are a little lower, but marginally faster."

DOWNWIND TARGET/PRESSURE CALLS: This is the most difficult area of sailing and to get on top of it will improve your results dramatically.

With the wind strength and direction continually changing, the correct course to sail downwind also has to change, and it takes a lot of skill and practice to sail efficiently downwind. The hardest conditions are when it is light, say under 10 knots and with a lumpy seaway. The yacht experiences big fluctuations in apparent wind speed, which varies the pressure on the sails and makes it difficult to sail smoothly downwind.

The best way to master this is to practice without instruments and get the feel of the yacht by coming away when you have got good pressure in the spinnaker and coming back up when you start to lose pressure.

Having said that, the biggest killer of downwind boat speed is excessive rudder movement. Every movement has to be timed and carried out smoothly. The spinnaker trimmer has to feel the pressure in the spinnaker sheet and prompt the helmsman as it is happening. There is usually a trend in the pressure on the spinnaker sheet and this has to be relayed to the helmsman so he or she can guide the yacht away with the pressure or come back up when the pressure is decreasing.

The communication should be something along these lines: "Good pressure in the sheet, come away three."

The numbers refer to how much to come up or away. This is a bit like driving a rally car. When the navigator is relaying information about the next corner to the driver, he or she uses the numbers one to five to indicate the severity of the upcoming corner. The bigger the number, the greater the turn needed.

So, a helmsman must gauge how much he or she has to steer to keep the yacht sailing smoothly. You can also refer to the change in steering by degrees, but I would rather use the first method. We don't want to watch the compass when we are VMG sailing downwind. It has to be carried out by feel. Practice this method to get your own calibration sorted out between helmsman and spinnaker trimmer.



The spinnaker trimmer has to feel the pressure in the spinnaker sheet and prompt the helmsman as it is happening

Photo - Peter Campbell

Get your system going, but make sure you keep the principles in place. When you are confident with that, introduce target angles and speed using the instruments. Choosing the right TWA will create the right speed.

With the instrument turned on we can carry out the same procedure as before, but now we can take notice of the TWA that is achieving our best course relative to the other yachts. The TWA becomes a guide to use when things get unsettled. Look at the TWS, refer to the corresponding TWA and compare that with your gut feeling.

The calls are the same, except you are now using a number to relate to.

There is a lot of information to be relayed onboard and it is no wonder we end up with noisy boats. But those who have done the hard yards in practising all of those skills sail on relatively quiet boats and invariably finish at the top of the fleet.

If you have problems with it, or any of the concepts discussed in this article, think about having a coaching session. It is the best way to fast-track your sailing skills.

The bottom line is that if you have to talk, keep it simple. If the guru down the back doesn't use it wisely or makes a meal of the tactics, get him to shout the crew at the bar; don't shout at him on the water. Remember, everyone is human. Good sailing.

Rob Brown is a former America's Cup sailor and has worked on campaigns that have included 29ers, 49ers, 18-foot skiffs, Farr 40 One Designs, Sydney 38s and Farr 52 One Designs. He specialises in coaching yacht owners. He can be contacted at robbrown@bigpond.com or on (02) 9999 1692, fax (02) 99993724 or mobile 0416 084 735. ■



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SAFETY FIRST

An emphasis on crew experience and training is the basis of extended mandatory safety rules for the 2002 Rolex Sydney Hobart and other offshore races. But the experts want safety on the water to be paramount in any boating activity



The crew of the maxi yacht *Shockwave* at the specialist marine first aid course

Photos - Getaway Sailing Adventures

THE NOTICE of Race for the 2002 Rolex Sydney Hobart Yacht Race requires that at least 50 per cent of the crew on each competing boat have long offshore racing experience. This is an increase from 30 per cent required for last year's race.

At least 50 per cent of the crew are now also required to have completed an Australian Yachting Federation Safety and Sea Survival Course or an AYF-approved course, also an upgrade from 30 per cent. Particulars of crew experience and course attendance certificates must be lodged with pre-start documentation.

The higher standards of crew experience and training is part of the steady upgrading of boat and personal safety standards implemented by the Cruising Yacht Club of Australia in the wake of the tragic 1998 Sydney Hobart Race, and now forms part of the AYF national safety rules. Many of these safety rules have also been extended to Category 2 ocean races this coming summer.

In many cases, entire crews of yachts planning to race to Hobart have elected to undertake the AYF Safety and Sea Survival Course, plus the important requirement that at



least two members of the crew hold a senior first-aid certificate and two have an HF radio operators proficiency certificate.

Before the 90-footer *Shockwave* was sailed in her 1,500-nautical mile delivery voyage across the Tasman, Neville Crichton put the crew of this new super maxi through the AYF Safety and Sea Survival Course. He also had them complete a new marine first-aid course developed by Getaway Sailing Adventures with the Australian Red Cross.

According to Getaway Sailing Adventures director Andrew Lygo a specialist marine first-aid course is an essential development of the standard land-based course, enabling sailors to cope with greater emergencies on board. "You can't dial 000 when you are miles offshore," he adds.

The new course, split into three evening sessions or compacted into a daylong session, focuses on making

sailors aware that 'nursing' the injured may be for much longer periods of time than one would have to on land.

Lygo points to several recent incidents on yachts, sailed inshore and offshore, including an unfortunate death on Sydney Harbour. Crewmembers on the CYCA-based yacht *Obsession* worked quickly and fearlessly to recover a man who had fallen overboard from another boat, and immediately administered CPR.

"I was very proud to hear how the crew of *Obsession* handled the situation back in June," says Lygo. "Just two weeks before the incident, the skipper and first mate had completed the marine first-aid course. Part of the course deals with the percentages of successful recovery from CPR and the need for speed, good technique and teamwork. *Obsession's* crew handled the incident like clockwork."

Lygo points out that even though AYF regulations (and Rolex Sydney Hobart Yacht Race Notice of Race) stipulate that only 50 per cent of the crew need the SSSC and two crew require a senior first-aid certificate, on a maxi with up to 26 crew, having only two medics on board could be a problem.

The Australian Red Cross issues certificates of competency, which makes it a fully work-placed and VETAB-approved first-aid course. This meets both TAFE and AYF requirements. Extra modules to suit the sailor are added.

Lygo teamed up with marine veteran Rob Whittaker, a paramedic of 12 years with the NSW Ambulance Service, to work out what sailors

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needed to know. "We started by conducting research into all incidents, injuries and deaths while at sea over the past 15 years and there was a clear, defined picture of what was happening in our sport," says Whittaker.

"Fractures and muscular injuries, including a large number of spinal injuries, seem to be top of the list. The most common illnesses are heart conditions and seasickness. Research indicated that not enough was known about how to treat bad cases of seasickness."

According to Whittaker, a lot of crews don't even know where the first-aid kit is, and when they find it, they don't know what's in it and what to do with it all. "Some kits are badly prepared, not big enough for the crew

size and out of date," he adds.

Whittaker says that some larger boats don't realise that one first-aid kit with only two or three sets of triangular bandages will not be sufficient if more than two crew get injured. "We also find that a lot of crew don't disclose to the skipper or first-aid officer their true medical allergies or dispositions. This causes huge problems when offshore in rough conditions," he stresses.

"What we have tried to do with this course is make the crew aware of what's in the boat's first-aid kit, how to apply it, how to avoid and how to spot illnesses," says Lygo. "We hope skippers insist that all crewmembers complete our course, even though it is mandatory for only two crew per boat.

This is something that Neville Crichton has clearly seen as vital for the safety of his crew and his boat."

For more details on Getaway Sailing Adventures' course and online booking, go to www.getaway-sailing.com ■



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Barry Tranter warns that this is more than a boat test – this is a lifestyle report

THIS IS a tale about ocean racing in the early part of the 21st century.

Nick is a young bloke (30ish) who, having decided to get into sailing, bought a Bavaria 42. It was his first boat. He cruised a little and raced a little and enjoyed it. So he sold the Bavaria and bought an X-442 from Sydney's North South Yachting, who had sold him the Bavaria. He took delivery of his X-Yacht on Christmas Eve 2001, and, in July 2002, Nick steered his yacht to second place overall on PHF in the Sydney to Gold coast race.

But how could this be?

The North South guys helped option the boat to suit Nick's needs, which included racing and weekending on board with his wife and two kids – a three-year-old son and a four-month-old daughter. The family specified a furling headstay, electric primary winches (which can be used for the main halyard) and a self-steering system. They installed a plasma TV and DVD, so the three year

old can watch videos, and the baby is accommodated in a suspended cot.

For race sails, the family went to Geoff Couell of Quantum, because the near-novice owner knew that Quantum would give him guidance and after-sales support. North South's Andrew Parkes helped Nick through the intricacies of safety compliance.

Nick's next step – because he believes in taking one step at a time – is the IRC.

The Danish company X-Yachts has been around since 1979. In recent years it has specialised in out-of-the-box cruiser/ racers – with the X-Yacht range, and racer/cruisers – with the hugely successful IMX series, which is more cutting edge, but retains the fine interior.

The X-442's foam-cored vinylester hull is reinforced by a 500kg galvanised steel frame. The keel and chainplates are fastened to it so you can crank up the rigging as far as you like. The chainplates are set inboard for fine sheeting angles on the



The X-442 combines luxury below with excellent offshore performance

Photo – Barry Tranter



overlapping genoa. The mast is relatively short; for club racing you can ignore the runners and inner forestay. The backstay is hydraulic, and the vang is a gas strut.

The 13.5m hull displaces 9,700kg; the ballast is 4,300kg for a very healthy ballast ratio of 44 per cent, which reduces the need for human ballast. The keel is steel with a lead bulb. It is quite a low aspect ratio fin, which draws only 2.3m. This is, after all, a cruiser racer.

You can have three or four cabins. Nick's boat has three – the owner's cabin in the bow (with en suite) and two mirror-image cabins in the stern. The second bathroom is on the portside.

There's a big nav area to starboard, and the galley is set down the starboard side. However, on a starboard tack, the cook is supported by the curved back of a settee mounted near the centreline.

'Spice', who crewed on the Gold Coast race, proudly reports that he did poached eggs on the second morning, at seven knots on the wind, port tack. Nick says the curved surfaces of the interior, and the handholds, work fine when you're moving around below decks in a seaway.

The trim is a classic light-coloured teak with a satin finish. You

can nominate your own trim material.

I climbed aboard from the powerboat after the crew of three had set the masthead kite (I'm no mug). Parkes had run the spinny sheet to the electric Harken 56 primary, and was trimming by pressing the in/out buttons. I grabbed the wheel. The steering is rack and pinion, which is beautifully geared and weighted, though, as Nick pointed out, it is even more sensitive without the self-steering. We had 8.3 knots of boatspeed in 8.3 knots true at 60 degrees apparent. Andrew has set upwind targets of 6.4 to 6.8.

The boys hoisted the genoa and dropped the kite. I put the wheel down and as we came up, I trimmed the main by leaning forward and winding on the starboard mainsheet winch. The mainsheet uses what Andrew calls the 'German system' where the split sheet runs forward along the boom, down to the side decks and back to a winch on each side. The race crew can fine-tune the main – when cruising, the helmsman can reach it easily. Nick uses the autopilot to tack when he is cruising.

The side decks are wide and the boat is easy to work. There is even a sail locker forward, with steps for access and a light inside. The helmsman's foot supports are good,

and there is a raised strip on the centreline of the cockpit floor to steady the crew.

What more can I say? This is a classy, beautifully finished, top-end boat that accomplishes its disparate roles will ease. It is all things to all men. And women. And kids. ■



X-442 Mk II

Hull length	13.5m
LWL	11.2m
Beam	4.15m
Draught	2.3m
Cabin headroom	1.97m
Displacement	9,700kg
Ballast	4,300kg
Mainsail	47.2sq metres
Spin	163.6sq metres
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NEWS FROM ALL PORTS

FRENCH WIN ROLEX COMMODORES' CUP

THE FRENCH red team's appearance on the final day of racing in the Rolex Commodores' Cup at Cowes on the Isle of Wight was unnecessary, but as a measure of its superiority the team posted the best score in the Line 7 short inshore race. It finished 62.5 points clear of The Netherlands with another 34.74 points over the England red team.

France's red team sailed confidently and with precision



The fleet hits the starting line in the Commodore's Cup on The Solent in England
Photo – Jessica Dobbs

throughout the regatta. The team was led by the former winner of the RORC's Yacht of the Year, *Courrier Nord*, an IMX-40 skippered by Gery Trentesaux. The boat was admirably backed by another IMX-40, Eric Fries' *Fastwave 3*, and the X-442 *Clin d'Oeil* of Jean-Yves le Goff.

On the final day, *Clin d'Oeil* was second, *Fastwave 3* was fourth and *Courrier Nord* came in ninth. The next best score in that race, by the Commonwealth team, was eight places lower. It was a demonstration of the strength of this French team, sailing boats that were in keeping with the Corinthian spirit of the event. "I'm racing my own boat," said Trentesaux, "it's my pleasure to steer her."

There were four 'big boats' of the 33 boats in the 11 teams, plus three Farr 52s and a Mark Mills' 50 footer. Behind them was a pack of seven Ker 11.3s, and a new-this-season IRM one design. The rest were stock boats, predominantly Beneteau 40.7s and IMX-40s.

The 'big boats' would sail their own race at the front of the fleet, only able to save their time when the beats were against the tide. The general trend was for the stock boats to fill the top spots, although the Ker 11.3s demonstrated that even under IRC they were surprisingly fast and capable of holding their own, particularly as they were able to sail in clear air ahead of the majority.

Bob Fisher

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Iain Percy and Steve Mitchell, mere rookies among many of the world's greatest sailors, won the final race of the Nautica 81st Star Class World Championship at Marin Del Rey, California. The pair clinched Great Britain's first title in the venerable Olympic class.

Neither Percy, 26, the Sydney 2000 Olympic Finn class gold medallist, nor Mitchell, 32, sailed a Star until 10 months ago, but they ended the series with a remarkable scorecard of 4-1-3-2-1 in the 104-boat fleet.

Victory came in the final race with a 41-second win over Australians Colin Beashel and David Giles, former World Champions and Atlanta bronze medallists, who finished seventh overall with a scorecard of 41-19-11-2-18-2. Counting Beashel, the British sailors beat a fleet that included 11 former Star Class World Champions.

TAX WATCH ON CHARTERING

Communities and businesses dependent on charter boat tourism are bracing themselves for a major blow following a recent Australian Taxation Office (ATO) announcement, which could destroy much of the industry.

The ATO intended to issue a Draft Ruling in mid to late August on taxing boat owners whose boats are leased to charter management companies. The Draft Ruling will clarify the existing law, which denies boat owners "any losses or outgoings incurred in acquiring, owning, maintaining or leasing a boat unless the person uses the boat in carrying on a business".

Therefore, unless a charter boat is owner/operated, all deductions will be denied and charter revenue will be

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counted as personal income. As the Draft Ruling applies to an existing law, it may be applied retrospectively from 1997.

In Australia, most bare boats and a growing number of crewed charter boats are privately owned. Charter companies manage the boats for owners by cleaning and maintaining the boat, processing the bookings and marketing them to the boating public and to local and international travel agents. A fleet of boats spreads the high costs of marketing and administration.

Currently, the boat owner is responsible for all expenses, including travel agent's commission, insurance, maintenance, cleaning, mooring fees, registration, survey fees and replacing damaged gear. They also pay the charter company a marketing and booking commission. Until now, these expenses have been thought to be tax deductible.

On 5 July, the Tax Commissioner Michael Carmody issued a press release stating that the ATO had reviewed a "particular boat charter arrangement where a yacht was acquired and leased to a company carrying on a boat chartering business. In the particular arrangement, large losses from the activity were being written off against other income of the boat owners".

According to the Tax Commissioner, the *Income Tax Assessment Act* as it now stands, denies any losses or outgoings incurred in acquiring, owning, maintaining or leasing a boat unless the person uses the boat in carrying on a business.

Kathy McKenzie, boatingoz.com.au ■



New Zealand competitor in the Around Alone race, Graham Dalton in *Hexagon*, has started the solo circumnavigation with time penalties for his late arrival at Newport, Rhode Island, following the dismasting of his boat during its first qualifying passage.
Photo – Christophe Launay.



They were both Commodores when this photo was taken at the 2001 Sydney Hobart Yacht Race trophy presentation – Robert 'Biddy' Badenach (right), for the Royal Yacht Club of Tasmania, and Jim Dunstan at the Royal Sydney Yacht Squadron. 'Biddy' has since been re-elected, while Jim has completed his term as a flag officer.

Photo – Peter Campbell

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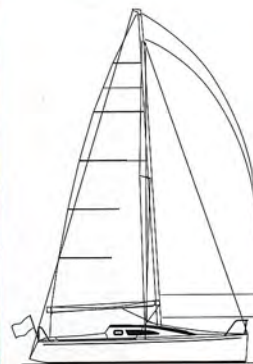
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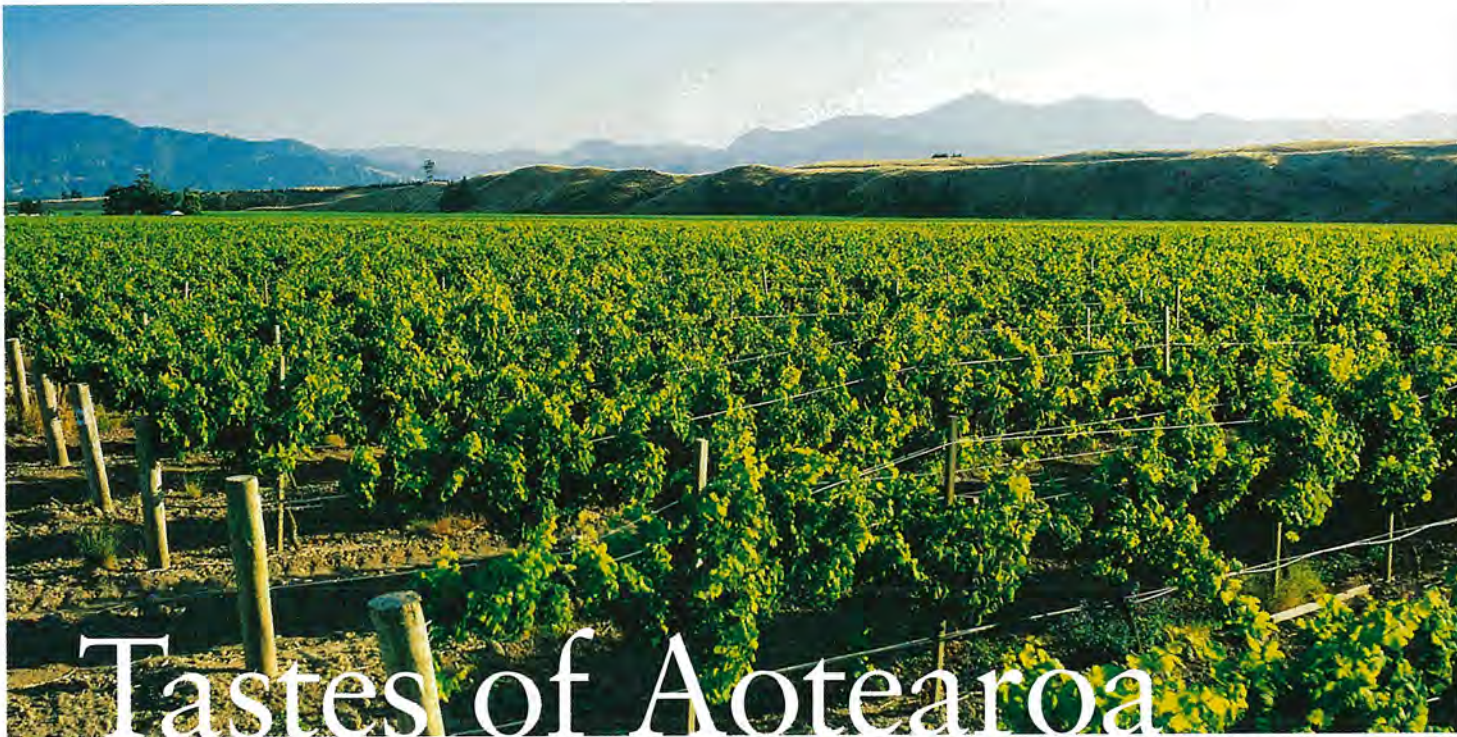
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AIR NEW ZEALAND

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Tastes of Aotearoa

Ben Canaider

NEW ZEALAND, otherwise known as ‘Aotearoa’ (which translated means ‘land of the long white cloud’). Now we are sailing.

Romance, recklessness and a determined degree of passion creep into our salty veins whenever we drop anchor or activate the GPS in this part of the world. Tight sailing, confused coastal seas, benevolent harbours, phosphorescence... and the fish! It’s enough to make you turn your floating gin palace into a trawler. Fish oil is very good for wooden fittings, after all.

But this part of the mag isn’t about fish, it’s about wine. And so is much of NZ nowadays. Two wine styles should dominate your thinking when you are 165 to 180 degrees east, below the tropic of Capricorn, around those two islands known as New Zealand – Pinot Noir and Sauvignon Blanc.

As white wine normally precedes red at the captain’s table, that’s how we’ll now follow.

Marlborough is the centre of New Zealand’s Sauvignon Blanc story.

Cloudy Bay started it all 20 years ago, and others have seen the light. I love Lawson’s Dry Hills Sauvignon B, with its dry kiwi fruit and long minerality. Vavasour is another good example, with a steely start, a richer fruit middle, and a mineral finish.

Then there’s the more unctuous and rich Seresin, or the complex and intriguing Huia. With this wine there are herbs and minerals in the smell and taste, but a pretty punchy, viscous palate follows. Oh, and Huia is a name that should never be spoken, but shouted, like a battle cry: ‘Who-ya!’.

All of these wines are widely available on quality NZ wine lists (at about \$20), and they do make a good argument for visiting the incredible sounds of the north-east tip of the southern island, such as Queen Charlotte Sound – it makes my klaxons ring. And if you can drag yourself onshore for a day or two, Blenheim can help you find your land legs.

But for red think Pinot: Pinot Noir from Central Otago. This

sublime Pinot-growing region in the south-central part of the south island is the Pinot region of the moment.

Part of the reason for this – and serious sea dogs will have to forgive me – is that Central Otago has a more continental climate than a maritime one. Yes, heresy to suggest that a maritime climate is not the best, but in this case it’s true. The distance from the sea lets Central Otago enjoy a long and cool ripening season, which is ideal for varieties like Pinot Noir.

Wines to keep an eye on include the powerful and seductive Felton Road Block 3; the stylish, flavoursome and beautifully structured Gibbston Valley; the elusive yet superb Chard Farm; and the plummy, delicate Rippon Vineyards, which at least lies on the edge of a lake – the rather unfortunately named Lake Wanaka. Because these wines are so popular, expect to pay big bucks for them.

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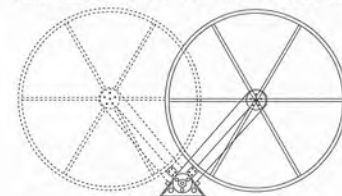
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DOCKSIDE



Owner/skippers and their crews relax after an exhilarating day's racing in the Hahn Premium Race Week at Hamilton Island (above). While (below) guests help Beneteau/Vicsail celebrate the Australian delivery of the 500th Beneteau yacht at a cocktail party on the Cockle Bay Marina during the Sydney International Boat Show

Photos - Ian Mainsbridge





DOWN THE RHUMBLINE

Peter Campbell invites David Colfelt, former *Offshore Yachting* editor, to be a guest columnist with this profile of Trevor Gowland

TREVOR GOWLAND recently received the Boating Industry Association (BIA) Award for services to recreational boating. ‘An artist in timber’ is how Russ Williams describes him. Gowland built Williams’ Tasman Seabird *Cherana*, which won the 1959 Sydney to Hobart race.

“I was very lucky to get him,” Williams remembers. Trevor Gowland was at a turning point. He had left the Halvorsen yard to try his hand at house building. The money was much better than a shipwright’s wages, but it wasn’t rewarding work for an artisan and Gowland wasn’t happy. Then along came Williams.

“I owned a laundry on Parramatta Road, and I had a shed out the back where building was to take place. Trevor was to start at 7.30 on a Monday morning, and he didn’t turn up until 1.00 pm – full as a boot. I didn’t say a word,” Williams says.

Evidently, Gowland had bumped into an old yachting mate he hadn’t seen for years and they’d gone to the pub to celebrate. He admitted to Williams later: “I was just waiting for you to tell me off, and I was going to tell you to stick your boat up your bum.”

During the next year Gowland built one of the best-looking Seabirds ever launched. Alan Payne’s specifications for trim were plain – plywood cabin sides, no coach

house, built strong and to a price. “Trevor wanted to make *Cherana* a much better-looking boat. He wanted teak cabin sides, a very pretty doghouse with two-way curves, teak coamings, hatches and stern. I just gave him his head and let him go,” says Williams.

Gowland began boat-building with the navy at Garden Island and then joined Lars Halvorsen Sons Pty Ltd. By 1954 he was leading the Halvorsen yacht-building team, which was turning out a succession of beautifully crafted winners and near-winners designed by Tryg Halvorsen, including *Solveig*, *Anitra*, *Norla*, and the inimitable *Freya*, which took a hat trick in the 1963 to 1965 Hobarts.

He was a member of the highly successful Halvorsen crew during their 1951 to 1965 blitz of Australian ocean races. “We’d done so many sea miles together every one of us knew what the other was thinking,” says Gowland. “We worked as a team, not only sailing but also building boats. We knew the boats intimately.”

Tryg Halvorsen retired from the family business and set up a yacht-design practice. Gowland approached Tryg saying the Halvorsen yard was no longer interested in building yachts, which was his love. So, in 1967, Tryg Halvorsen, Trevor Gowland, Magnus Halvorsen and two Morson brothers set up



Top: The victorious *Freya* crew in 1963, (left to right) Keith Brown, Trygve Halvorsen, Trevor Gowland, Magnus Halvorsen, Stan Darling (in front), Barry Gowland and Stan McRae. Above: Trevor Gowland (right) with the late Harald Halvorsen at Bobbin Head
Photo – Peter Campbell

Halvorsen Morson & Gowland. Over the next seven years, they built 75 boats – three more *Freya*’s (in steel), motor sailers, game-fishing boats, Solings, Ynglings, navy boats, Spacesailors, and some renowned yachts such as *Queequeg*, *Ginkgo*, *Apollo II*, *Patrice* and *Ballyhoo*.

The reduced-tariff policies of the Whitlam government put an end to HMG, which couldn’t compete with the scale efficiencies of overseas builders and the cheap New Zealand dollar. Gowland went back to Halvorsens at the Bobbin Head operations. Today, he is general manager, and still going strong at 70.

Gowland’s career has involved him in every aspect of pleasure boating. He is the tenth person to receive the BIA Award since 1990. ■



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OFFSHORE RACING CALENDAR

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

LOCAL RACING

OCTOBER

- 12 Opening SOPS, CYCA/MHYC
- 18 Sydney to Cabbage Tree Island to Bird Island to Newcastle Race, BWPS, CYCA
- 19 Sydney to Newcastle, OPS, CYCA
- 26 Gosford to Lord Howe Island Race, 410nm, Gosford Sailing Club

NOVEMBER

- 2 Melbourne to Stanley Race, ORCV
- 30-1 JPMorgan Regatta, MHYC

DECEMBER

- 1 Queenscliff to Hastings Race, ORCY
- 13 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 14-17 Sydney International Regatta, Olympic classes, Sydney Harbour
- 18-21 British Trophy Regatta, CYCA
- 26 Rolex Sydney Hobart Yacht Race, 630nm, CYCA
- 26 Cock of the Bay, Port Phillip, ORCV
- 27 Indec Consulting Melbourne to Hobart Race, 450nm, Ocean Racing Club of Victoria
- 27 Melbourne to Launceston Race, 200nm, ORCV
- 28 Strathfield Pittwater & Coffs Harbour Series, races 1 and 2, Palm Beach Circle, RPAYC
- 29 Strathfield Pittwater & Coffs Harbour Series, races 3 and 4, Palm Beach Circle, RPAYC

JANUARY

- 2 King of the Derwent, Hobart, Derwent Sailing Squadron/Royal Yacht Club of Tasmania

- 2-7 Sailing South Race Week 2003, Royal Yacht Club of Tasmania
- 2 Strathfield Pittwater to Coffs Harbour Race, 226nm, Royal Prince Alfred Yacht Club
- 5 Strathfield Pittwater & Coffs Harbour Series, race 6, South Solitary Island Race, RPAYC
- 6 Strathfield Pittwater & Coffs Harbour Series, race 7, Coffs Harbour, RPAYC
- 8-12 International Etchells Australian Championship, Mooloolaba Yacht Club
- 18-23 Australian Offshore Keelboat Championships, IMS, IRC, ARC, Royal Yacht Club of Victoria
- 24-27 Festival of Sail, Corio Bay, Royal Geelong Yacht Club
- 26 168th Australia Day Regatta, Sydney Harbour, Royal Sydney Yacht Squadron/Cruising Yacht Club of Australia

INTERNATIONAL

OCTOBER

- 15 Around Alone, Leg 2, Torbay to Cape Town - www.aroundalone.com
- 29-14 14th Asian Games, Pusan, Korea - www.isaf.org

NOVEMBER

- 2-12 International Etchells World Championship, Auckland, NZ - www.etchells.org/class
- 12 Rolex ISAF World Sailor of the Year, Cyprus - www.isaf.org
- 13-16 Rolex Farr 40 OD World Championship, Bahamas - www.stormtrysail.org
- 15-23 Raja Muda International, Selangor - www.rsyc.com.my

DECEMBER

- 1 Around Alone Leg 3, Cape Town to New Zealand - www.aroundalone.com

JANUARY

- 4 Cape Town to Rio Race - www.sasailing.com.za
- 15-19 Singapore Straits Regatta - www.straitsregatta.com
- 26 Around Alone Leg 4, New Zealand to Bahia - www.aroundalone.com

AMERICA'S CUP 2002-2003 LOUIS VUITTON CUP

OCTOBER 2002

- 1-11 Round Robin One (10 boats)
- 22-1 Round Robin Two (10 boats)

NOVEMBER 2002

- 12-19 Quarter finals (8 boats)
- 23-30 Quarter finals repechage (4 boats)

DECEMBER 2002

- 9-16 Semifinals (4 boats)
- 20-28 Semifinals repechage (2 boats)

JANUARY 2003

- 6 Common Declaration Day - Louis Vuitton Cup Finals
- 7 Unveiling Day - Louis Vuitton Cup Finals
- 11-21 Louis Vuitton Cup Finals (2 boats)

FEBRUARY 2003

- 10 Common Declaration Day - America's Cup Match
- 11 Unveiling Day - America's Cup Match
- 15-28 31st America's Cup Match (2 boats)

206

406

607



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CYCA MEMBERS MAKE THEIR MARK OVERSEAS WITH THE MUMM 30

In late August, CYCA Sailing Committee member Richard Perini returned from the US campaigning his Mumm 30 Foreign Affair to another successful result – second in the Chicago Verve Cup.

This was the eighth overseas regatta for the *Foreign Affair* team in the past 12 months, commencing with the Mumm 30 Worlds in September last year in Sardinia and followed by Lewmar Cup (Miami), Key West Race Week, SORC, Annapolis NOOD Regatta, Newport Gold (Newport) and the New York Yacht Club OD Regatta (Newport).

After finishing day two with winds of up to 25 knots, *Foreign Affair* went into the last race of the Verve Cup with a 3.5-point lead. Following a two-hour postponement due to a lack of wind, the Race Committee decided to send us into sequence in a very shifty 4 to 6 knots.

Foreign Affair got away well, winning the start, and with their closest competition

tucked away to leeward, the team was all smiles.

That was where it all came undone. With the light winds prevailing for the race and 60+ boats from other classes on the racecourse, combined with 0.5nm legs, lanes were hard to find as the fleets got very mixed. *Foreign Affair* became tangled up with a large group of bigger yachts at the first mark, and came out second best. The crew could only watch as their nearest rivals sailed away in clean air.

"To the team's credit we fought back well, but there just wasn't enough race track and basically we lost the regatta by three boat lengths," said project manager and CYCA member Darren Jones.

The Verve Cup result also gave *Foreign Affair* a second overall for the seven-regatta 2002 US Mumm 30 circuit. Highlights of the campaign were wins at Key West Race Week and Newport Gold, with the top five placings in all the 2002 circuit regattas contested.

Perini's team comprises five Australians – Toby Bristow (bow), Stan Eldershaw (pit), Jason Rowed (trimmer), Chris Cook (mid-boat) and Darren Jones (mainsheet), as well as Steve Flam from Long Beach California acting as tactician.

The next regatta for Perini and the team will be in Annapolis in September where a fleet of 40+ boats are expected to compete in the Mumm 30 World Championships.

Back home, Perini will be campaigning his Farr 40 *Corinthian Doors* in all the Farr 40 circuit events commencing with the Peppers Anchorage Regatta at Port Stephens in October, while 12 year old son Matthew (already a CYCA member) launches his sailing career in his Laser.

Darren Jones
Crewmember, *Foreign Affair*



Richard Perini, skipper of the Mumm 30 *Foreign Affair*.



Foreign Affair sailing during Key West Race Week.

LONG OCEAN RACE TO NEWCASTLE

The CYCA has included in the 2002-2003 racing calendar a long ocean race that finishes in Newcastle. Starting on Friday evening, 18 October, it will be the first to end at the northern port city for many years and follows the development of a new marina complex.

The race is a variation of the annual Cabbage Tree Island Race, a Category 2 event, which is also a qualifier for the 2002 Rolex Sydney Hobart Yacht Race.

Instead of being from Sydney to Cabbage Tree Island and return, a distance of 180-nautical miles, the new Blue Water Pointscore and Long Ocean Pointscore race will send the fleet north to Cabbage Tree Island, north of Port Stephens, then south to Bird Island, off Norah Head, before heading north to the finish in Newcastle Harbour.

The Newcastle Cruising Yacht Club and the new Newcastle Marina will host the finish and provide berths for the fleet, which will include boats from the CYCA contesting the BWPS and the LOPS, and from Middle Harbour Yacht Club contesting the Gillawa Shield.

They will be joined by boats contesting the Ocean Pointscore sailing from Sydney on the Saturday morning, 19 October on a direct course to Newcastle, where trophy presentations will be held at a crew party.

The Sydney - Cabbage Tree Island - Bird Island - Newcastle Race is the 40th event for the prestigious Halvorsen Brothers Trophy and the 30th race for the Woollahra Cup.

The summer ocean-racing program for the CYCA and associated Sydney clubs will start on Saturday, 1 October, with the first Short Ocean Pointscore race off Sydney Heads for the IMS, IRC and PHS divisions and the 35th running of the Rubber Kellaway Plate - a trophy that commemorates one of the colourful ocean racing sailors of the past.

The CYCA Short Haul division will, however, start its pointscore racing on Sunday, 29 September with the Monica Geddes Memorial Trophy race around Sydney Harbour islands. On 12 October the Short Haul division will join the SOPS fleet racing off the Heads, while the program

Coffs Harbour, Lord Howe Island are always popular because they are destination events," Rear Commodore Hickman said. "Finishing the Cabbage Tree Island at Newcastle will enable crews to enjoy the local hospitality ashore or head straight back to Sydney if they wish."



The new Sydney 38 *Hidden Agenda*, skippered by Adam Brown for owner Graham Gibson, competing in the Sydney Gold Coast Race
Photo - Peter Campbell

includes a race to Pittwater on Saturday, 26 October, the 47th race for the Paul Royal Memorial Trophy, two Night Races and passage races to Botany Bay and again to Pittwater after Christmas.

Other BWPS and LOPS long ocean races scheduled in the lead-up to the Rolex Sydney Hobart Yacht Race are the Bird Island Race starting on Friday evening, 8 November, and the Flinders Island Race, starting on Friday, 22 November. A number of CYCA boats are expected to contest the 408-nautical mile Gosford to Lord Howe Island Race starting on Saturday, 26 October from Broken Bay.

CYCA Sailing Committee Chairman, Rear Commodore Roger Hickman, said the decision to change the course of the Cabbage Tree Island to have a finish at Newcastle followed a survey that showed a positive preference among yacht owners and their crews to sail in a race that finished somewhere other than where it started.

"Races to Hobart, Southport, Mooloolaba,

Hickman said Newcastle now had excellent recreational boating facilities, including a modern marina which made it a perfect venue to end an ocean yacht race. This was in comparison with the limited fishing boat harbour facilities available at Wollongong, with the races to and from that port now no longer part of the ocean-racing program.

The CYCA's Short Ocean Pointscore for 2002-2003 will continue through to 14 March 2003 with a total of 10 races. The Short Haul program lists 13 races over the same period while the BWPS and LOPS will finish with the Sydney to Mooloolaba Race, starting on Wednesday, 9 April 2003 - a change from the Saturday start.

The Club's Ocean Pointscore will start with the race from Sydney to Newcastle on Saturday, 19 October, with the eight race also including SOPS events and races to Lion Island, Port Hacking, Botany Bay and the Australia Day Regatta Race.

Peter Campbell

WEDNESDAY TWILIGHTS

The CYCA's popular twilight racing will start on Wednesday, 2 October 2002 and continue through, with a break over Christmas and New Year, to Wednesday, 19 March 2003.

Now called the UBS Warburg Wednesday Series, the non-spinnaker racing will start at 1700 hours for the first two events, then at 1730 hours from 16-30 October, and at 1800 hours from 6 November.

The Hahn Premium Monday Series, which allows spinnakers, will start on Monday, 28 October 2002 and continue through to Monday, 24 February 2003. All race starts will be at 1830 hours.

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ETCHELLS FOR AUCKLAND



The CYCA Etchells fleet will be strongly represented at the World Championship in New Zealand

The CYCA will be strongly represented in the 2002 World Championship for the International Etchells class, to be sailed on Auckland's Hauraki Gulf from the 2nd to the 10th of November.

Slotted in between the Louis Vuitton Cup elimination series for the America's Cup, the World series is expected to attract more than 100 boats. At least 55 are heading over from Australian fleets and 20 are coming from the USA, with entries also expected from Great Britain and Hong Kong to challenge the Kiwis.

Among the Australians expected to compete are two former Etchells World Champions, Cameron Miles and Iain Murray, representing the Pittwater fleet,

America's Cup-winning skipper John Bertrand and ocean-racing yachtsman Grant Wharington from the Port Phillip fleet, and Mark Bradford from the Brisbane fleet.

Ten boats from the Sydney fleet, six from the CYCA and four the RSYS, are being shipped to Auckland.

The CYCA-based boats include *Just a Dash* (Phil Dash), *North Sydney Station* (Michael Coxon and Ed McCarthy), *Little G* (David Clark), *Silky* (Tony Header) *Humpback* (Steve Barlow) and *Queen Ann's Revenge* (Michael Bellingham). RSYS boats going are *QRS* (Richard Hammond), *Bald Eagle* (John Dunn), *Arga Noah* (Steve Tracey) and *Cadi* (Gordon Hinds).

OFFSHORE DIVISION 3

Long-time offshore racing yachtsman Peter Hill is endeavouring to revive interest in the Offshore Division 3 run as part of the Club's Short Ocean Pointscore.

"We are not at the sharp end of the fleet, we are the slower cruiser/racers at the back, but we have lots of fun racing offshore," says Hill, who skippers his Farr 40 cruiser/racer. "I've had encouraging support from Paul O'Connell, who races the Currawong 30, *Katinka*, but we need more competition out there on a Saturday afternoon."

The No 3 Offshore Division races under IRC and PHS handicaps and is a spinnaker division, and Hill is confident there are many CYCA members who just need some encouragement to return to offshore racing.

"It's keen but relaxed racing, it's good training for spinnaker work in preparation for such events as the Coffs Harbour Race," says Peter, a CYCA member for 41 years, whose sailing career includes many Sydney Hobart Races and 17 races to Coffs Harbour.

Peter Hill can be contacted on (02) 9973 1174, or for more information, contact the Sailing Office on (02) 9363 9731.

The Short Ocean Pointscore starts on Saturday, 12 October and comprises of 10 races over the summer. It is a Category 4 series.

NEW BOAT FOR EX-COMMODORE

At a time when many yachtsmen might be considering hanging up their sea boots, CYCA Past Commodore John Bleakley has a new boat, and a racey one at that, appropriately named *Beaujolaïs*.

The veteran international sailor has bought one of the latest Beneteau 36.7s, an identical sistership to the already successful Peugeot Racing, which finished third overall in the IRC division at the Hahn Premium Regatta at Hamilton Island. In Europe, a 36.7 won its division of the IMS World and European championships earlier this year.

The only difference is that *Beaujolaïs* has a furling headsail, as John aims at more sedate non-spinnaker racing on Sydney Harbour.

John was Commodore of the CYCA in 1972 and at the time was an active ocean-racing yachtsman. In 1979, sailing his Peterson 37, *Deception*, he was a member of the winning New South Wales team in the international Southern Cross Cup.

John Bleakley with Offshore Yachting Editor Peter Campbell at the party to celebrate the arrival of the sooth Beneteau yacht in Australia.



HAHN PREMIUM

TWILIGHT PRIZES UP FOR GRABS!

Tooheys' Hahn Premium brand is once again the naming-rights sponsor of the spinnaker Monday Twilight Series, but this year, they are offering winning skippers a case of Hahn Premium to take home – and if they bring back the esky the next week, they will get it stocked with Tooheys New for the next race.

The second placegetter each week will win a case of Hahn Premium, and third placed will receive a case of Tooheys Dry.

"Hahn Premium is again delighted to sponsor the CYCA's Monday Night Twilight Series," said Sales Executive Greg Cullen. "We look forward to seeing you out on the water with spinnakers set throughout the 15-week competition. Enjoy the racing and we hope to join you for a Hahn Premium or a Tooheys New at the bar each Monday night," he added.

As well as bolstering the weekly prize packs for divisional winners, Tooheys will also run ongoing promotions with fantastic prizes on offer.

During the Monday Twilight Series, Tooheys will offer all Club Members the chance to win a full set of Ronstan wet-weather gear every two weeks. Buying a case of Tooheys New from the Club's Bottle Shop during the Series automatically means a ticket in the draw, with the winner announced fortnightly at the Monday Twilight Presentation.

The Hahn Premium Monday Twilight Series commences at the end of this month (28th) and entry forms are available from the Sailing Office.

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ROLEX SYDNEY HOBART YACHT RACE NEWS

Ed Psaltis and Bob Thomas, co-owners of the overall winner of the storm-battered 1998 Sydney to Hobart, will be sailing a new *AFR Midnight Rambler* in the 2002 Rolex Sydney Hobart Yacht Race.

They are due to take delivery of a Scott Jutson-designed 37-footer, a production Northshore 369, in December. They then begin a short but intensive programme to prepare the boat for the Hobart Race.

"We have had some great racing with the old boat, a Hick 35, including winning the Sydney Hobart overall and the Gosford to Lord Howe Island Race, but we decided it was time to move on," Psaltis tells *Onshore*.

"We were impressed with the design and construction of the Northshore 369, with its efficient deck layout and comfortable layout below. Under IRC, we get a rating benefit from these creature comforts.

"We were also impressed with the boat speed of hull number one, *Avanti*, which won its first race in the CYCA Winter Series," Psaltis, a veteran of 21 Hobart races, adds.

Meanwhile, British yachtsman Mike Slade's record-breaking 96-footer, *Leopard of London*, which was nearly lost in the north Atlantic earlier this year, will be back in fighting trim for the 2002 Rolex Sydney Hobart Yacht Race.

Skipper Chris Sherlock is gearing up for what he believes will be a four-way battle

for line honours in the bluewater classic. "There's *Shockwave*, ourselves, *Nicorette*, and *Wild Thing* – they are the four that I definitely know will be there," he said at Hamble River in southern England where the maxi is being repaired.

Back in March, *Leopard* was on her way from Antigua when her rudder snapped off in the North Atlantic, and she had to be abandoned. Then, after being salvaged, she fell off her shipping cradle.

"It's cost more than a million pounds in repairs. Basically there were eight large holes, and Green Marine had a team of 10 repairing those holes, but we've got a total team of 28 working on the boat. It will have taken four and a bit months," Sherlock added.

Leopard of London, a carbon fibre-hulled, water-ballasted racer/cruiser maxi designed by Reichel/Pugh, is due to leave her shed by the Hamble River on 1 October, and will be on a ship bound for Sydney four days later.

While the boat was being repaired, she was also extended by more than two metres, has a new fin, which is a foot deeper and will carry a bulb that's half a tonne heavier. There's also been a lot of money spent on sails, which include a new offshore 3DL mainsail, a code 2 headsail, three spinnakers and some more reaching sails.

TWENTY-YEAR + MEMBER'S DINNER

7.30pm Friday 8 November
Tickets \$60 pp includes champagne
on arrival, three-course meal and
beer, wine & soft drinks.

Entertainment by Jazz Trio
Guest Speaker: 56-year member
Trygve Halvorsen

Book with Maria at Reception on
(02) 9363 9731 or email
reception@cyca.com.au

ACCREDITED SAFETY AUDITORS NEEDED

The CYCA needs more accredited safety auditors to undertake volunteer safety inspections for the summer series. If you can assist, please contact Jeremy Smith in the Sailing Office on (02) 9363 9731 or email jeremy.smith@cyca.com.au.

FROM THE YOUTH SAILING ACADEMY

New Elliott 6.0 Metre Fleet Installed at the CYCA

The Elliott 5.9 has been the workhorse of Youth Sailing programs on Sydney Harbour for many years but now they have been replaced.

Sydney Yachts have built 16 new Elliott 6s, 10 for the CYCA and six for the RSYS, with the CYCA's order expected to be fulfilled by the end of September.

Sydney Yachts Director Darren Williams, who has a long association with 5.9s, said: "It's great to see the progression in the youth training fleets, which are so important for the

future of sailing. The new 6.0s will be great match racing boats as they have open deck layouts and fixed keels.

"Sydney Yachts strongly supports youth training programs, being one of the CYCA Youth Sailing Academy sponsors," he added.

CYCA CEO Joe Goddard was happy to place an order with an Academy sponsor that also offered expertise, a good reputation and modern boat-building facilities. "After an extensive search for a suitable builder of these exciting boats, Sydney Yachts was chosen," he explained.

"Since its inception in 1993, the Youth Sailing Academy has been a highly successful training ground for young sailors and many have gone on to compete at the top level of their chosen class," Joe added.

"In order to maintain the highest standard of training and to attract interstate and overseas teams to compete in youth regattas hosted by the CYCA, we have upgraded to the Elliott 6.0s design and we are pleased to see the brand new fleet installed."

Rob Kothe



WOMENS OPEN MATCH-RACING REGATTA

The CYCA's Youth Academy is once again sending a team to the Women's Open Match-Racing Regatta. This regatta is a Grade 3 event that attracts some of the big names in womens match racing from all around Australia and New Zealand.

The Royal Prince Alfred Yacht Club in past years has done an amazing job putting on this regatta, with full support from the media. This year's team consists of three very young but highly regarded women athletes – Jacqui Bonnitcha (helm), Tneal Kawalla (main) and Kylie Mara (bow). The experience that each one of these girls carries under their belts is not to be reckoned with. Despite Jacqui's age of 17 years old, she has competed in many world championship events and has just recently found her taste for match racing.

Tneal, who is also 17 years of age, has just competed over in Switzerland in the World Yngling Championships against some of the worlds best sailors.

Kylie Mara, 19, also contributes valued experience to the team, having competed in many classes at a National Level. Her consistently hard-working nature will be a great asset to the team.

This impressive young team is sure to leave its mark in Pittwater and will hopefully come back with some great results.

Youth Cowes Week



CYCA Youth Sailing Academy representatives at Cowes Youth Week. Left to right: Bradley Owen, Wulf Wilkens, Ty Marshall and Marcus Ashley-Jones.

CYCA Youth Sailing Academy representatives at Cowes Youth Week.

The trip to Cowes, although a little disappointing in the results department, was an experience that the boys, Marcus Ashley-Jones, Ty Marshall, Wulf Wilkens and Bradley Owen, will never forget. We certainly underestimated the opposition, for example the American and English crews both follow a match-racing circuit around their countries and as such have incredible match-racing experience and knowledge.

Our crew, who as individuals are exceptional sailors, lacked a little knowledge in match racing and were a little intimidated by the other top crews. All that said, the boys acquitted themselves well and if three very dubious umpiring calls had gone their way, would have finished in the top 6, rather than equal tenth.

The experience of arriving in Cowes as hundreds of yachts lined up for the final Cowes week race will be something they will never forget, until one day when they get the chance to sail in that regatta.

They all showed maturity above their years and it was a pleasure to travel with them and to enjoy their wonderful experiences.

I am confident the lessons learned from this experience will see them develop into top match-racing sailors who will be able to uphold the name of the CYCA at future regattas. We all thank the CYCA for the opportunity and can't wait for our next regatta.

Laurie Marshall

MEMBERS BADGE DRAW

(TPL 01/1459)

At the time of printing and all in the space of one month, three CYCA members have been the lucky recipients of the members badge draw pool.

Tony Craven	–	\$800
Ed Byrne	–	\$800
Simon May	–	\$1,800

See if you can join them!

The Members Badge Draw is on every Thursday in the Member's Bar, followed by Pasta Night in the Restaurant. The Badge Draw commences at 6:30pm until 7:30pm and an appetising pasta waits for you in the

Bluewater Grille for \$12.50 (this includes a glass of wine and bread). To ensure your table in the restaurant, call the Bluewater Grille direct on (02) 9327 6723.

A big thank you to all our supporters for this popular Club event.

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Noakes Boatyard



PACIFIC SAILING SCHOOL THEORY COURSES 2002

C5 – SMALL CRAFT SAFETY

Essential knowledge for the small-craft sailor, and a prerequisite for further AYF certification – also qualifies you for your powerboat license. Held on two consecutive Saturdays or Sundays (opposite to CYC Race Days), 9.30am–4pm
4/2002 Sundays 17 and 24 November
Fee is \$325 and includes Course kit and a practical session on our offshore yacht.

C14 – AYF SAFETY & SEA SURVIVAL COURSE

From July 2002, 50 per cent of your crew will need AYF SSSC certification for Cat 1 and some Cat 2 races (currently 30 per cent). The hundreds who completed the courses last year for Hobart & Coffs agree that everyone who sails offshore should attend.
The course is held over two days and includes life raft drill in the Qantas pool.
6/2002 Saturday 23 and 30 November.

Fee is \$395 and includes comprehensive course notes, theory, flares, and wet drill.



Five per cent discount for CYCA Members. For more information, or to book your place, call Pacific Sailing School on (02) 9326 2399.

One Very Fast Boat

Many of you would have seen the brand new Elliot 6 in a cradle on the hard-stand at the CYCA – it's very hard to miss because of its long keel and skiff-style deck layout. This is the first of 10 boats that the club has purchased for youth training. The RNZYS has been sailing these boats for more than two years and they have proved to be a great success with the youth.

Harken has kindly supplied all the deck gear and ropes for the 10 boats. We are using larger blocks and fittings than normal because of the amount of stress these boats are under whilst in competition, and the day-to-day sailing these Elliots will endure is far more than most yachts will ever see.

I took the first Elliot 6.0 out for its first real sail with some of the youth sailing academy students after they had finished training for the day. They soon realised how weight-sensitive this boat was and how low to the water you are, far more so than with the 5.9s. With the wind from the southeast at 10 to 15 knots, we popped the kite and suddenly, to my surprise, the boat jumped up on the plane. The speed we were travelling at was incredible as we headed for Watsons Bay, overtaking nearly everything on the harbour. At every angle downwind the boat felt very comfortable, with the large rudder having total control in the water, making my job on the helm completely enjoyable.

Upwind was no different, except that the boat felt more powerful, with the stiff rig giving us a lot more height than the old 5.9s. It's also clear that these boats need a bit more crew weight than the 5.9s.

We were all left in disbelief that a yacht could sail so fast. The only problem now is that all the students are asking me when can they go for a sail?

Ben Croucher, Assistant Coach

October School Holiday Courses



Enrolments are currently being taken for the very popular School Holiday Courses. Lesson times are from 9.00am to 4.00pm. The cost for first-time course participants, which includes AYF logbooks, is \$295. For each subsequent course the cost is \$235.

INTRODUCTORY – 30th Sept & 1st, 2nd, 3rd Oct (students with limited sailing knowledge).

INTERMEDIATE – 1st, 2nd, 3rd, 4th Oct (students who have attended YSA before or have good sailing experience).

For further information ring Jenni Bonnitcha or Ben Croucher at the Youth Sailing Academy on 02 93639731.

Enrolment forms are available on the CYCA web site – www.cyca.com.au or email the Youth Sailing Academy jenni.bonnitcha@cyca.com.au.

Jenni Heads Home

The containers are packed and we are just about to leave Athens for Rome from where we'll fly back to Sydney. What we'll take away with us is this:

Athens is far better prepared for the sailing for 2004 than we could have believed. Well advanced on Sydney at the same stage. We didn't have the opportunity to check out any of the other venues, but the degree of co-operation and flexibility we encountered here was terrific.

The regatta was sailed in breezes of 4 to 12 knots and the water was very choppy. Racing was tight and extremely competitive. A difference of a few boat lengths often meant 5 to 8 placings. Everyone was out to redeem their world-championship placings (except perhaps for the Spanish) and the battle for placings was as hard-fought down the back of the fleet as up the front. A significant number of the top-10 placings had a DFL on their scorecards.

The race management was varied. On one course, a wind shift of 20 degrees (an extremely common event) meant race abandonment.

On another course, the wind could vary by 180 degrees and all that would happen was there would be a signal for a course change and the race would not be stopped. The famous Meltemi wind did not put in an appearance at all, but competitors enjoyed a dip in the Aegean between races from time to time.

Our plan is to resume training and rig development in Sydney in early October. Our first Olympic selection event is in January at Sail Melbourne, with lead-up regattas in Sydney in December. Our plans for next year are starting to firm up, with more Olympic selection regattas in Germany in July and Spain in September and then Sydney in January 2004. We have now established firm contacts (and made friends) with several of the top European crews, and look forward to working with them in both Europe and Sydney next year.

We'll keep our website updated from time to time to let you know our progress. Many thanks for your emails and good wishes.

Nicky Bethwaite, Jenni Bonnitcha & Kristen Kosmala

TOOHEYS PROMOTION OF THE MONTH

'Our Club, Our Beer' – the CYCA's newest tap beer – is Tooheys' October promotion. Buy five CYCA Beers and receive the sixth one free. See Bar Staff for a passport.

Tooheys promotion of the month – Our Club, Our Beer.



calendar

MEMBERS ARE REQUIRED TO SHOW THEIR MEMBERSHIP CARD TO THE DOOR ATTENDANT EVERY TIME THEY ENTER THE CLUB. MEMBERS ARE OBLIGED TO SIGN IN THEIR GUESTS UNDER THE REGISTERED CLUBS ACT.

October 2002

Tuesday 1 – 4		YSA School Holiday Course
Wednesday 2	5:00pm	UBS Wednesday Series
Thursday 3	6:30pm	Members Badge Draw
Saturday 5 – 7		CYCA Cruising at Pittwater
Tuesday 8	6:30pm	CYCA Cruising Meeting
Wednesday 9	5:00pm	UBS Wednesday Series
Thursday 10	6:30pm	Members Badge Draw
Friday 11		Insurance Industry Race
Saturday 12		Short Ocean Race – Rubber Kellaway Plate
Wednesday 16	5:30pm	UBS Wednesday Series
Thursday 17	6:30pm	Members Badge Draw
Friday 18 – 20		Farr 40 One Design Regatta (Port Stephens)
Friday 18		Bluewater & Long Ocean Pointscore, Sydney – Cabbage Tree Island – Newcastle Race
	7:00pm	Short Haul Night Race
Saturday 19	9:00am	Sydney – Newcastle Race
Sunday 20		Marinassess Regatta
Wednesday 23	5:30pm	UBS Wednesday Series
Thursday 24	6:30pm	Members Badge Draw
Friday 25	6:30pm	UBS Sportsmans Dinner
Saturday 26	10:00am	Short Haul Race to Pittwater
	12:00pm	Short Ocean Races (MHYC), Ocean Pointscore Races, Gosford – Lord Howe Island Race
Sunday 27	11:00am	Commodore's BBQ at Shark Island
Monday 28	6:30pm	Hahn Premium Monday Series
Wednesday 30	6:00pm	UBS Wednesday Series
Thursday 31	6:30pm	Members Badge Draw, Prawn Night

November 2002

Friday 1		Sydney Cove Rotary Race
Saturday 2		Short Ocean Race (RSYS), CYCA Cruising Overnight in Bantry Bay
Monday 4	6:30pm	Hahn Premium Monday Series
Wednesday 6	6:00pm	UBS Wednesday Series
Thursday 7	6:30pm	Members Badge Draw
Friday 8	7:00pm	Short Haul Night Race
	7:30pm	20 Year Members' Dinner
	8:00pm	Bluewater & Long Ocean Pointscore Race, Cabbage Tree Island Race
Saturday 9	10:00am	Ocean Pointscore
Monday 11	6:30pm	Hahn Premium Monday Series
Wednesday 13	6:00pm	UBS Wednesday Series
Thursday 14	6:30pm	Members Badge Draw
Friday 15		Institute of Architects Race
Saturday 16 – 17		CYCA Youth International Regatta
Sunday 17		Pacific Sailing School Small Craft Safety
Monday 18	6:30pm	Hahn Premium Monday Series
Wednesday 20	6:00pm	UBS Wednesday Series
Thursday 21		Beneteau Peugeot Regatta
	6:30pm	Members Badge Draw
Friday 22		Beneteau Peugeot Regatta
	8:00pm	Bluewater & Long Ocean Pointscore Race, Flinders Island Race
Saturday 23	10:00am	Ocean Pointscore Race – Port Hacking, Short Haul Race
Sunday 24		Cruising Division Christmas Picnic – Clarke Island, Pacific Sailing School Small Craft Safety
Monday 25	6:30pm	Hahn Premium Monday Series
Wednesday 27	6:00pm	UBS Wednesday Series
Thursday 28	6:30pm	Members Badge Draw
Friday 29		Price Waterhouse Coopers Race Day
Saturday 30		JP Morgan Regatta (MHYC)

MANAGEMENT

Chief Executive Officer
Accountant
Food & Beverage Manager

Joe Goddard
Nina McKinnon
Garry Long AM

Sailing Manager
Youth Sailing Academy Coach/Manager
Dockmaster & Maintenance Manager
Communications Manager

Justine Kirkjian
Jenni Bonnitchea
Scott Finsten
Lisa Ratcliff

ALL CONTRIBUTIONS TO THE EDITOR OF ONSHORE, CHRISTINA DEL CONTE, ASSISTANT TO CHIEF EXECUTIVE OFFICER, CYCA.

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